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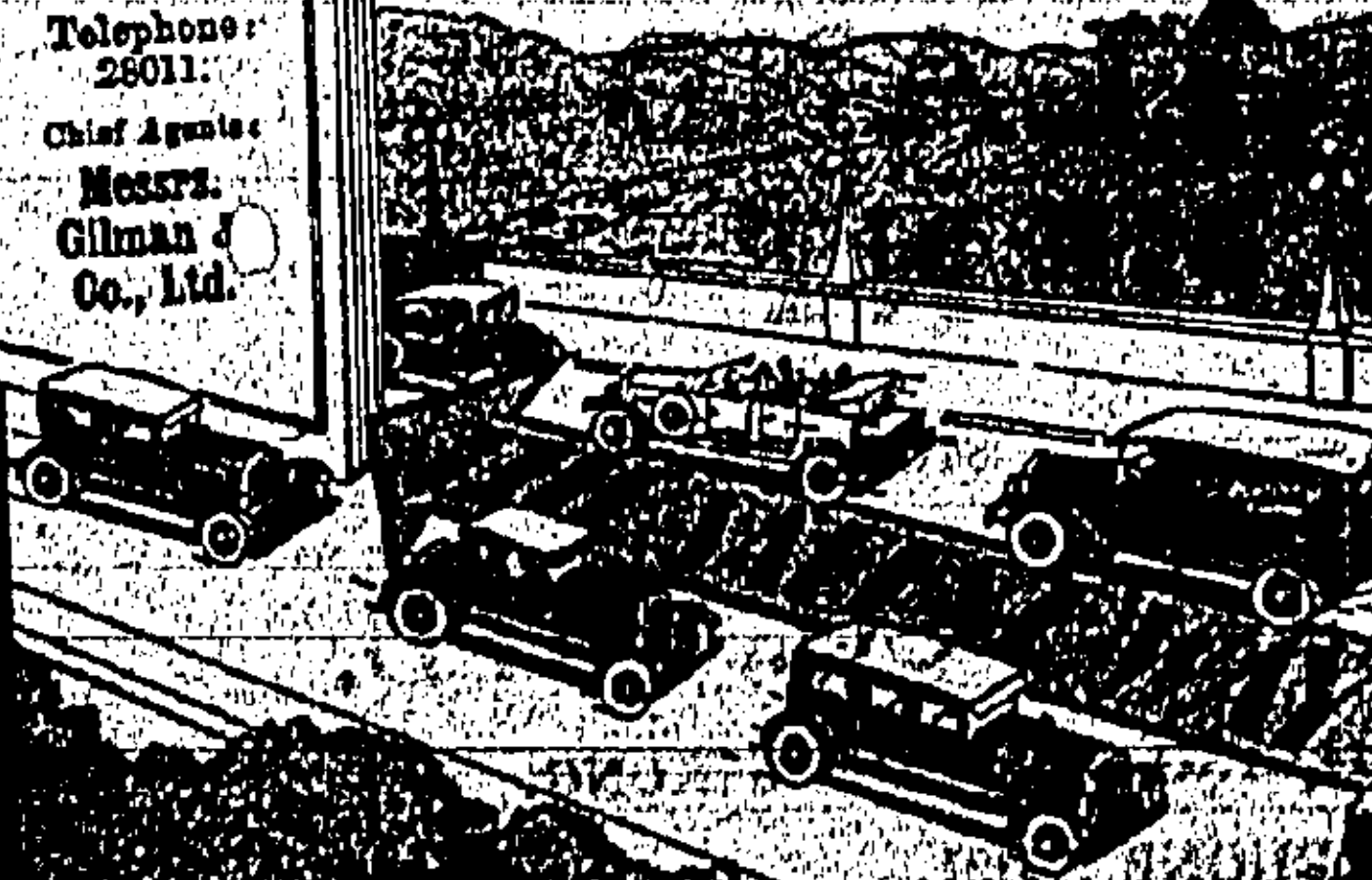
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**MACAO RACE MEETING SPECIAL MACAO EXCURSION.**  
6th SEPTEMBER, 1931.  
S.S. "TAISHAN"  
From HONG KONG 9 A.M. (Wing Lok Street Wharf)  
From MACAO 6 P.M.

**BANK HOLIDAY EXCURSION.**  
7th SEPTEMBER, 1931.  
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## DIARY OF LOCAL EVENTS.

**Today.**  
(September 5.)  
Lawn Bowls-Spey Royal Cup Competition: Kowloon Cricket Club v. Police Recreation Club, Recreation Ground. First Division: Civil Service v. Craigengower; Second Division: H.K. Electric v. Club de Recreation, Kowloon C.C. v. Tai Koo R.C., Yacht Club v. Craigengower.  
Ping Pong-Singles Championship: Siu Siu Kow v. Wong Lok Ming (Empress Hotel); Junior League: Fukien Athletic v. Ming Tak Club (Hin Kun School).  
Queen's Theatre: "Men Call It Love."  
World Theatre: "Aspiring Suitor" (Chinese film).  
Star Theatre: "The 13th Chair."  
King's Theatre: "Derelict."  
Central Theatre: "Up Pops The Devil."  
Paul Pedrini and his Royal Zambesi Baboons at Prince's Theatre.  
Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.  
European Mail:- Outward: Europe via Siberia (Pres. Cleveland) 5 p.m.  
Tides:- High at 1.19 and 2.14; Low at 9.30 and 5.42.

**Sunday.**  
(September 6.)  
14th Sunday After Trinity.  
Ping Pong-Junior League: Indian R.C. v. Commercial Press (Chung Nam Club); Tai Tung College v. Hin Kun School (Nam Mo).  
Racing-Macao: Inaugural Race Meeting.  
Queen's Theatre: "Pardon Us."  
World Theatre: "The Personator."  
Star Theatre: "The Trial of Mary Duggan."  
King's Theatre: "Kick In."  
Central Theatre: "Up Pops The Devil."  
Paul Pedrini and his Royal Zambesi Baboons at Prince's Theatre.  
Ten Dance at Lane, Crawford's Restaurant.  
Tides:- High at 2.00; Low at 11.01.

**Monday.**  
(September 7.)  
Bank Holiday.  
Labour Day (U.S.A.).  
Queen's Theatre: "Pardon Us."  
World Theatre: "The Personator."  
Star Theatre: "The Trial of Mary Duggan."  
King's Theatre: "Kick In."  
Central Theatre: "Up Pops The Devil."  
Paul Pedrini and his Royal Zambesi Baboons at Prince's Theatre.  
Ten Dance at Lane, Crawford's Restaurant.  
Dinner Dances at Hong Kong Hotel and Peninsula Hotel.  
European Mail:- Outward: Europe via Siberia (Heian Maru) noon.  
Tides:- High at 3.05; Low at 1.13.

## GREAT HOUSES OF LONDON.

WHERE HOSTESSES ENTERTAINED.  
MAGNIFICENT BALLS AND CONCERTS OF BYGONE DAYS.

(By AN EDWARDIAN.)

For generations past the last week in July has seen the decline and fall of the London season. Up till then hostesses, looking more and more haggard and debilitated, somewhat dilapidated, look forward once again to refreshing country air. The former openly declaim the fact, the latter keep secret their relief that three months of late nights and crowded ballrooms are over, even though they have enjoyed themselves hugely.

With one or two exceptions, London houses are too small to entertain on a large scale; consequently, at most balls dancing becomes more of a toil than a pleasure, and from what I have seen this past season matters are even worse than they used to be. Hostesses nowadays make certain having their houses full by asking their contemporaries to give dinner parties beforehand and bring their guests on to the dance; a new departure from my young days, when the unfortunate hostess had to depend entirely on the number of acceptances to her invitation, and was often disappointed in these.

I remember attending a ball many years ago, given by a lady whose politics were definitely red, and who, in consequence, was not over-popular with members of her own class. Everything was beautifully done; there was a profusion of flowers and an excellent supper. Exactly seventy people turned up and we all enjoyed ourselves, as, for once, there was plenty of room.

The most amusing ball I ever attended in Edwardian days was given by Lady Colebrooke and Mrs. George Keppel at the Ritz. Only young or youngish married couples were invited, and one or two attractive spinsters, described so aptly by Sir James Barrie as "Twenty-miners." It created a storm of envy, hatred and malice among the chaperones and debutantes, who, busily munching sour grapes, denounced it as "The Hags' Hop." Grosvenor House, Devonshire House, Dorchester House and St. James' House, all famous for the brilliancy of the entertainments given there, have, alas! with one exception, fallen into the hands of the housebreaker. One is now a museum, and in place of the others huge caravanserais now raise their heads to the sky, as if arrogantly declaiming the utility of past splendour and the utility of present-day requirements. Formerly at these houses not only did one dance and sup and gossip with one's friends, or indulge in a mild political discussion, but those who were so inclined could feast their eyes upon priceless works of art. Collections made with the greatest care and discrimination, by judicious purchasers, of works by the world's most famous masters, or portraits of ancestors—lovely women and handsome men—graced the walls.

Now all are broken up and for the most part scattered about the Western Hemisphere. Bridgewater House is almost the sole remaining mansion in London where such things can be enjoyed.

In addition to magnificent balls, great London hostesses used in old days to give wonderful concerts for the benefit of the more ardent members of their circle of friends and acquaintances. Money was plentiful, and the lavish spending of it provided no subsequent inconvenience. Fabulous fees were paid to great operatic stars such as Melba, Calvé, Jean and Edouard de Reszke, and Caruso for singing one or two items. If any of the artists happened to be a personal friend of the hostess, success was assured, as they were generous in their scores. Melba invariably finished by singing "Home, sweet Home."

A certain hostess of a generation ago, married to a man who was as rich as he was careful, was anxious to go one better than the rest by engaging both Caruso and Melba to sing on the same night. Her husband insisted that he could not possibly afford to pay for two stars; nevertheless, his wife, who knew that he would not be in London on the night of the concert, engaged both. "But, my dear," said a friend, "there'll be awful reactions when he pays." "No, there won't," was the answer. "I've put Melba down as quills."

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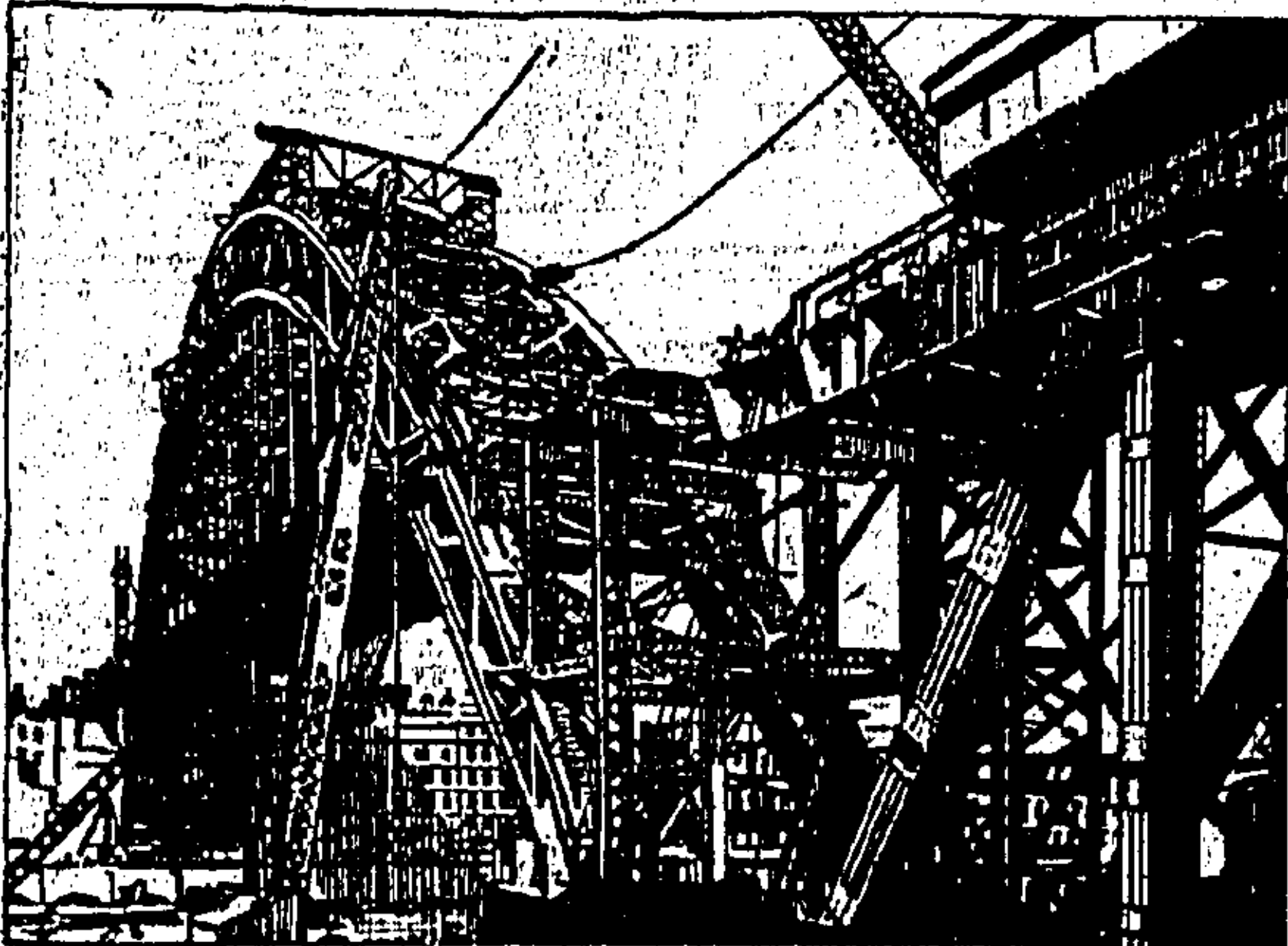
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## ENGINEERING AND BUILDING

### THE BRIDGES OF LONDON.

#### OLD PROBLEM STILL UNSOLVED.

#### YEARS OF TALK END AS THEY BEGAN.

The controversy over the improvement and reconstruction of London's bridges seems as likely as the Thames itself to go on for ever, unless something occurs to dam the flood of argument and disputation.

The announcement recently that the Charing Cross Bridge scheme would once again be shelved by the withdrawal of Government support serves to remind the public that it is now eight years since the whole question, which in relation to certain bridges, had been revived at intervals since 1854, was thrown into the melting pot by the discovery of a subsidence under Waterloo Bridge.

At that time a long dispute was in progress concerning St. Paul's bridge and the possibility of replacing Charing Cross bridge, but the possibility of disaster to the only bridge which separated them, at once gave rise to problems of a more urgent and most diversified nature, and in order to obtain expert recommendations, with the minimum of delay, the Government of the day appointed the Royal Commission on Cross-River Transport.

This body met for the first time in June, 1923, and six months later presented the first constructive contribution to the settlement of the problems in its entirety since proposals for a new road bridge were put forward nearly 70 years before.

#### Seven New Bridges.

Briefly, it was recommended that Waterloo Bridge should be reconstructed; that the new St. Paul's Bridge project should be abandoned; and that seven new bridges should be built, including a new double-deck bridge at Charing Cross, a new bridge from Southwark Street to Holborn Viaduct, and five new bridges above Putney. It was also proposed that several other bridges should be widened and improved.

This was five years ago. To-day, Waterloo Bridge stands in a state of apparently permanent "under repair," and a new bridge at Lambeth is practically completed. Beyond this, below Putney Bridge not a step has been taken either towards the fulfilment of the Commission's recommendations or the solution of the cross-river traffic problems, which are growing daily more complicated.

The three bridges on which the disputes of the last few years have mainly centred are St. Paul's, Waterloo, and Charing Cross.

At present the first remains, and is likely to remain, in the same state as that in which it stood when the disputes began; the second still runs parallel with a "temporary" bridge which was opened in August, 1925; and the third, which was to have been reconstructed approximately 75 years ago, stands serenely as it did when it was first constructed, and will probably continue to do so for many years to come.

#### Phases of the Dispute.

Here, briefly, are the principal dates in the post-war phase of the dispute.

1923.—Various schemes for the reconstruction of St. Paul's and Charing Cross Bridges under consideration.

December, 1923.—Serious subsidence detected in Waterloo Bridge; temporary preservation measures adopted.

May, 1924.—Royal Fine Art Commission on the projected new St. Paul's Bridge appointed.

July, 1924.—Royal Fine Art Commission reports.

August, 1925.—Temporary bridge opened beside Waterloo, with stringent speed restrictions.

June, 1926.—Royal Commission on Cross-River Traffic appointed.

December, 1926.—Royal Commission's report meets with general approval.

1928.—Committee of Engineers appointed by the Government.

(Continued at foot of next column.)

### WORLD SHIP- BUILDING.

#### LLOYD'S REGISTER RETURNS.

The quarterly shipbuilding returns of Lloyd's Register show that 101 vessels, of 555,903 tons, were under construction in the shipyards of Great Britain and Ireland at the end of last month, or 138,211 tons (21 vessels) less than at the end of March, and 330,640 tons (210 vessels) less than in June of last year. The figure is, in fact, lower than at any quarter since December, 1927, and it includes nearly 68,000 tons on which work has been suspended. Of the total, 387,138 tons (61 vessels) were for home owners, 23,210 tons (seven vessels) for the British Dominions, and 81,854 tons (13 vessels) for Norway, while 11 vessels, of 53,431 tons, were for unstated owners or for sale.

Abroad the tonnage under construction at the end of June—271 vessels, of 1,270,384 tons—was less by over 30,000 tons than at the end of March. Six countries had more than 100,000 tons in hand—the United States, with 301,480 tons, France with 211,020 tons, Italy with 170,698 tons, Germany with 130,631 tons, Sweden with 110,355 tons, and Holland with 106,899 tons. The total tonnage under construction in the world amounted to 1,825,937 tons, of which 30.4 per cent was in this country. About one-third of it consisted of oil-tankers (77, of 627,810 tons), of which 28, of 243,315 tons, were being built in British yards, 11, of 85,100 tons, in Sweden, and 6, of 82,000 tons, in Germany. All but 10 were motor-ships.

#### Great Britain.

In Great Britain and Ireland only 23,359 tons (25 vessels) were commenced during the quarter, compared with a monthly average of over 154,000 tons during the six months ended March, 1930. The launches last quarter amounted to 170,000 tons (44 vessels). Abroad 211,079 tons were commenced, and 302,050 tons were launched. Among the few countries in which the work commenced exceeded the launches were Italy, with two ships, of 29,300 tons, commenced and 11, of 18,884 tons, launched, and the United States, with 15, of 88,950 tons, commenced and 20, of 39,150 tons, launched.

#### Motor Ships.

For the first three-quarters of 1930 the tonnage of motor-ships under construction in Great Britain and Ireland exceeded that of steamships. In December, however, steamships took the lead, and in March last their tonnage (395,352 tons) again exceeded that of the motor-ships by 100,000 tons, and in June (339,995 tons) by 120,501 tons. Abroad the motor-ships under construction (687,304 tons) at the end of last quarter exceeded the steamships by 47,803 tons.

Of the steamers building in the world at the end of June four were between 8,000 ton 10,000 tons, and seven between 10,000 and 15,000 tons, the motor-ships in these two categories numbering 29 and 14, respectively. Of large vessels, however, there were 12 steamers, of between 15,000 and 20,000 tons, and seven exceeding 20,000 tons, but only four motor-ships in the former division and none in the latter. The steam engines being built or being fitted on board had an aggregate of about 1,182,000 h.p. including 50 sets of turbines of about 1,037,000 h.p. For oil engines the figure was about 797,000 h.p.

October, 1929.—Work begun on the new Lambeth Bridge.

1929.—Committee of Engineers reports in favour of replacing Hungerford foot-bridge by a road bridge. A modification of this scheme agreed upon by the Southern Railway and the L.C.C. Bill framed on these lines for presentation to Parliament.

July, 1930.—Bill rejected by Parliament, L.C.C. Advisory Committee appointed.

March, 1931.—Advisory Committee reports in favour of road bridge at Charing Cross.

June, 1931.—L.C.C. applies for power to proceed with this scheme, subject to a grant from the Government.

July, 1931.—Grant refused. Sir Percy Simmons states that he has given instructions to those concerned to be prepared to continue with the original L.C.C. scheme for the widening of Waterloo Bridge into a six-way thoroughfare as the only alternative.

Thus the problem of London's bridges is further from solution than ever it has been in its vexed history. Certain interested bodies have announced their intention of fighting to the last any reconstruction scheme for Waterloo Bridge, and then

### CONDENSER DESIGN.

#### COURSE OF DEVELOPMENT.

There was a time in the history of the condenser when all designs were much alike and one was about as good as another. In those days no high performances were required, for anything more than a very moderate vacuum was wasted on the reciprocating engine. The temperature of the condensate was regarded with complete indifference. Indeed one of the leading makers claimed it as a great improvement to cool the condensate deliberately by the incoming circulating water, the idea being to increase the density of the air to be handled by the air pump. The development of the steam turbine put an end to these easy-going conditions. A prime-mover had come into existence which could take advantage of the highest vacuum practically obtainable, and, in fact, demanded such a vacuum for its most economical operation. Simultaneously there arose a far greater interest in the thermal efficiency of steam plant. Condenser designers were therefore forced to a closer study of the principles underlying their work and of the constructional features most appropriate for carrying these principles into effect.

Conventional practice, however, retained such influence that improvement was comparatively slow, and looking back over the development of the past 30 years one wonders at the time taken to realize the features now recognized as essential to good performance. An early step was the introduction of baffles, for the double purpose of keeping the steam velocity fairly constant among the tubes; and of draining off the water of condensation in stages. The intentions, however, were superior to the results, for the design, among other faults, involved a high resistance to the steam flow. It became obvious that the maintenance of the steam velocity over the tubes could be sufficiently well obtained by spacing the latter more closely as the steam volume diminished, and infinite ingenuity was displayed in devising new tube arrangements, for each of which special advantages could be

claimed. Experience with these various designs brought out one important fact—that, other things being equal, the best results were obtained when the entering steam came directly into contact with as great a tube surface as possible. High-condensation rates could thus be secured, while the principle was favourable to small pressure drops across the condenser.

#### Condensate Temperature.

The thermal efficiency of the whole plant demanded that no heat should be lost in the condensate. The extraction of air separately from the condensate took away all reason for cooling the latter, and enabled the designer to aim at the ideal of a condensate equal in temperature to the steam leaving the turbine. Under such conditions the circulating water would carry away no more than the absolute minimum of heat—namely, the latent heat necessarily given up in the process of condensation. This ideal has now been obtained by arranging for the condensate, immediately before its extraction, to be brought into intimate association with the steam. It thus regains any heat lost by contact with the cold tubes and may even be said to take a small part in the work of condensation.

The principal remaining problem was concerned with the removal of the air which comes over with the steam or otherwise finds its way into the condenser. The colder, and therefore the denser, the air could be made the more readily could it be disposed of by the extraction apparatus and the less would be the amount of vapour withdrawn with it. Hence practice at one time tended to the provision of special air-cooling spaces separated by baffles from the rest of the condenser and traversed by a number of tubes carrying circulating water in its coldest state.

#### Inverted Flow.

The most radical change which has recently been made in condenser practice is due to Messrs. C. A. Parsons & Co., who have developed a design in which the conventional arrangements are completely inverted. The steam, before coming into contact with any cooling surface, is led by an internal duct of sheet metal directly to a large space at

the bottom of the condenser. There it escapes, passing upward through the tube system until its condensation is completed, instead of downwards as in the orthodox manner. The condensate, as it drops from the tubes, falls through the ascending current of steam, and finally through the steam space at the bottom of the shell, before being withdrawn by the extraction pump. By this means it is raised to the full steam temperature before leaving the condenser. The inversion of the steam flow has as its necessary counterpart the inversion of the flow of cooling water in order that the most effective heat transference may be obtained. Hence, contrary to standard practice, the circulating water flows first through the upper tubes and then, through the lower ones.

Another innovation is the extraction of the air from the highest point in the condenser shell. No special air-cooling space, either with or without baffles, has to be provided, for the whole of the tubes do their part in air-cooling, and the coldest of them are traversed last by the air. The design would appear to embody in the simplest manner all the principles on which the highest efficiency depends, and the results of prolonged tests have more than justified the complete departure from time-honoured practice. An incidental advantage is the removal of all risk of injury to the tubes from exposure to the mixture of water and steam discharged at high velocity from the turbine exhaust.—The Times.

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## ENGINEERING AND BUILDING

### EAST AND WEST

#### SHIPS' TELEPHONES.

An interesting experiment was inaugurated in Newport Docks, South Wales, when a Clan Line steamer was connected telephonically with London, Glasgow, and Liverpool. Cables had been laid to the general cargo side of the docks where nine plugging-in switches had been installed. The Clan Line has used Newport Docks for forty years and it is estimated it has carried two million tons of cargo to Egypt and other parts of Africa, including locomotives and railway carriages. Similar facilities for the connection of ships berthed in dock to the Trunk Telephone Service will be available soon at Swansea and Cardiff.

#### RAIL COACH CHASSIS FOR ARGENTINA.

A demonstration was given at the works of Hardy Motors, Limited, Slough, of a metre-gauge rail coach chassis which they have built for the Argentine Transandina Railway. It is driven by a six-cylinder engine made by the Associated Equipment Company, Southall, which develops 56 h.p. at 1,000 r.p.m. and 110 h.p. at 2,500 r.p.m. From the four-speed gearbox, which, with the clutch, is of unit construction with the engine, the drive is taken to a reverse box and thence to the two axles. An air compressor, which, with a dynamo, is driven direct from the engine, supplies air for the Westinghouse brake which is applied to all the wheels, and Westinghouse air standing apparatus is fitted. All the controls are duplicated, and symmetrical sets of control gear are mounted at each end of the vehicle, which has an overall length of 22 ft. and is designed to take a body seating about 32 passengers.

#### RUBBER SURFACES FOR CITY STREETS.

Over 1,300 members and associates of the Institute of Municipal and County Engineers and delegates from local authorities were present on June 16 at the opening of the 58th annual conference in Birmingham.

In his presidential address, Mr. H. H. Humphries, Birmingham City Surveyor, claimed that the science of road construction had practically advanced sufficiently to meet the road destructive powers of modern traffic, but what further increases of weight and speed for road traffic might be realised was a matter for conjecture, depending, apart from definite boundaries being ascribed to it, largely upon probable modification in railway traffic methods. Actual road construction had brought new difficulties. The necessity for the abandonment of the single carriage-way road for arterial routes would, without doubt, force itself upon public opinion as the need became more apparent. Another need for safety provision was that for traffic crossings, and he thought the establishment of round-about systems, with as large central islands as possible, at the junction of important routes, gave the best results and reached the ideal of traffic control, which was to keep the wheels turning, even if but slowly. In regard to surfaces, some success was now being met with in laying down rubber-paved cartways, and he believed advances would be made in that material that would enable it to be used with advantage in central city streets at a reasonable cost.

#### GERMAN ENGINEERS FOR CHINA.

A party of German engineers have left for China to carry out preliminary survey work for the Nan-king Government in connection with the establishment of a large new steel plant at Pukow. The proposed plant is to turn out rails and structural steel and will have an annual output capacity of 150,000 tons. The entire scheme is estimated to involve an outlay of 28,000,000, part of which is for the construction of a new railway to link up the plant with the existing railway system. Improvements at the iron ore mines in the Yangtze Valley will also be carried out.

#### PERSONNEL.

After 24 years with the Federal Engineers and United Engineers in Malaya Mr. A. S. Simpson has retired and come to this country.

The death is reported at Bangkok of Mr. Gedde, who went East in 1900 for the Siam Electricity Co., and had been in Government service and in business on his own account.

Mr. D. W. M. Hutchison, chief electrical engineer and inspector, Kuala Lumpur, has been appointed acting Director of the Electrical Department of the Federated Malay States during the absence on leave of the Director, Mr. W. J. Williams.

Colonel J. P. Swettenham, Director of Public Works, F.M.S., retired last month. Among recent visitors to London are:—Mr. A. L. Fawcett, of F.M.S. Railways; Mr. T. E. R. Morphy, of the Electrical Department, F.M.S.; Mr. E. E. Draper, of F.M.S. Railways, Kuala Lumpur, and Mr. L. Kesteven, of the P.W.D., Kuala Lumpur.

#### MACHINERY TROUBLE: DIAGNOSIS BY X-RAY.

"The day is fast approaching," says Harold G. Petting, of the Westinghouse X-Ray Co., "when industry will, so to speak, take a leaf from the note-book of the surgeon and quite casually use X-rays to diagnose the various troubles and ills of the machinery it uses."

An interesting example of the industrial use of X-rays is now going on at the plant where the auto-gyro planes are being constructed. Castings for the main support of the tripod arrangement, carrying the revolving auto-gyro, is subjected to severe strain, and X-ray investigations of these castings by the Westinghouse X-ray Co. have shown that external appearances are very misleading. The result of the use of X-rays for inspecting this vital part is that every one of these castings has functioned perfectly.

According to Mr. Petting, a piece of aluminium 10 in. thick can be X-rayed within a very few minutes, and any defects which may exist can be determined with the utmost precision and accuracy. One company, after investigation, found that X-ray examination of material at their plant costs about 20 per sq. ft. of film, which is by no means excessive. X-rays are being applied practically in the transportation field, especially by the German State Railways, which use the X-ray machine as an everyday inspection tool for concealed imperfections.

painting is about 80 per cent. labour so that a low grade product that does not last is in the long run much more costly.

Finally, it may be stated the total cost of the Sydney Bridge when completed will be about 26,000,000, and the erection of the main-arch can be regarded as one of the outstanding engineering feats of modern times.

### SYDNEY HARBOUR BRIDGE.

#### RED LEAD PAINT FOR STEEL PROTECTION.

(Contributed.)

For the protection of iron and steel against rust and corrosion there is no real substitute for Red Lead paint, available of course in a range of shades, apart from the natural red, by the addition of small amounts of other pigments such as lampblack, Prussian blue, or chrome yellow. Consequently Red Lead paint has long been extensively used for every description of constructional steel work, such as pit-head gear, iron and steel plant, ships, railway stations, light houses, docks and harbours, oil tanks, and bridges. In this latter connection a striking example is the new Sydney Harbour Bridge now under construction for the New South Wales Government by Dorman Long & Co., Ltd., the largest arch bridge in the world, which is being protected by Red Lead paint.

#### The Bridge.

Essentially it may be remembered this bridge consists of a central arch span, 1,350 feet long, across the harbour, and five approach spans at each side, the total length being 3,770 feet, while included also are abutment towers flanking the main arch at either end, rising to a height of 285 feet above the mean sea level. About 37,000 tons of steel have been used for the main arch alone, which at the highest point is 456 feet above the high water level, with also 12,000 tons in the approach spans. The main arch is also to carry the heaviest deck ever constructed, being 150 ft. 6 in. wide, taking four lines of electric railway 4 ft. 8 in. gauge, a road 57 ft. 6 in. wide, and two footways each 10 ft. 6 in. wide, while the roadway for shipping under the deck is 100 ft. 6 in. at high water, reducing to 100 ft. 6 in. near the harbour foreshores. The contract for the complete work was signed on March 28, 1924, while operations commenced in January, 1925, and the arch was closed on August 19, 1930.

#### Dense and Resistant Film.

In protecting bridges and steel work generally Red Lead paint, which is an intimate mixture of Red Lead and linseed oil with a small amount of a drier, forms in the first place over the surface a dense and tough yet elastic film. This is highly resistant to oxygen, carbon dioxide, moisture, salt, the rays of the sun, and stray electric currents, whilst also expanding and contracting in unison with the structure. Secondly, Red Lead unlike most paint material is a chemically active substance of a basic character which has a pronounced "retarding" or "inhibiting" action upon rust and corrosion, neutralising for example any acid in the atmosphere including carbon dioxide. Also there is now used for the purpose special "non-setting" Red Lead which has little or no effect upon the linseed oil in the way of semi-solidification or "setting" during storage in containers, constituting a great advance so that the paint will keep ready for use and can be supplied in bulk.

#### Non-setting Red Lead.

Non-setting Red Lead consists of about 94 per cent. of actual Red Lead (plumbic tetroxide), with not more than 6 per cent. free lead monoxide and a total of 99.5 per cent. lead oxides as obtained by careful control in the process of manufacture, that is oxidising molten lead with air in two stages. Obviously to use inferior paint for marine conditions and general exposure to sea air is an impossible policy, especially as the cost of (Continued on previous column.)

### COMEDY OF U.S. PAGEANT.

#### BRITISH DEFEAT NOT TO BE STAGED.

Washington—Fear of wounding susceptibilities by the re-enactment of Lord Cornwallis' surrender to George Washington at Yorktown on October 19, 1781, has raised a lively issue in Washington, which threatens to disrupt the plans for an historical pageant next October.

The protest is made by Dr. War Goodwin, president of the Yorktown Sesquicentennial Association. He asserts that the object of the Yorktown pageant is to celebrate the birth of a nation, not the defeat of England. To depict the surrender of Cornwallis, which ended the War of Independence, would be to invite criticism from a friendly Power.

The military authorities support Dr. Goodwin by pointing out that it is contrary to military traditions and ethics to depict a victory over a foreign foe. The Congressional Commission, which must finally decide the delicate question, believes that there is no real fear that the British Government would make diplomatic representations if the surrender scene were included in the pageant, or that the British Embassy at Washington would withdraw its representative from ceremonies.

Yorktown residents, however, insist that the surrender scene must be deleted.

### ROYAL RESCUE.

#### KING BORIS SAVES SIX LIVES.

Sofia, July 31.—King Boris was on the shore yesterday of a gallant rescue at sea. He was watching from his palace near Varna, at Euxinegrad, on the Black Sea, a storm which had suddenly arisen and he noticed a small boat which was being buffeted by the waves and was in imminent danger of capsizing.

Notwithstanding loud cries for help from the occupants of the boat, some of whom were women, no one would venture out on the dangerous sea to the rescue.

King Boris hastened at once to the Royal Harbour, where he unfurled his motor-boat, and after a hard battle with the waves managed to get alongside the distressed boat and rescue the six occupants.

Navigating skilfully through the rocks the King made the shore and took the rescued tourists to the villa of the former Bulgarian Ambassador in London, M. Stancioff, where they were provided with dry clothes and refreshments.

Afterwards the King returned in his launch to the Royal Palace. He called later at M. Stancioff's villa to ask after the holiday-makers and received their thanks for saving their lives.

The King's fearless action has naturally caused a great impression here.



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THE Undersigned have received Instructions

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At THE PASSAGE BETWEEN GODOWNS Nos. 1 & 2, THE CHINA PROVIDENT, LOAN AND MORTGAGE CO., LTD., CONNAUGHT ROAD WEST (For Account of the Concerned).

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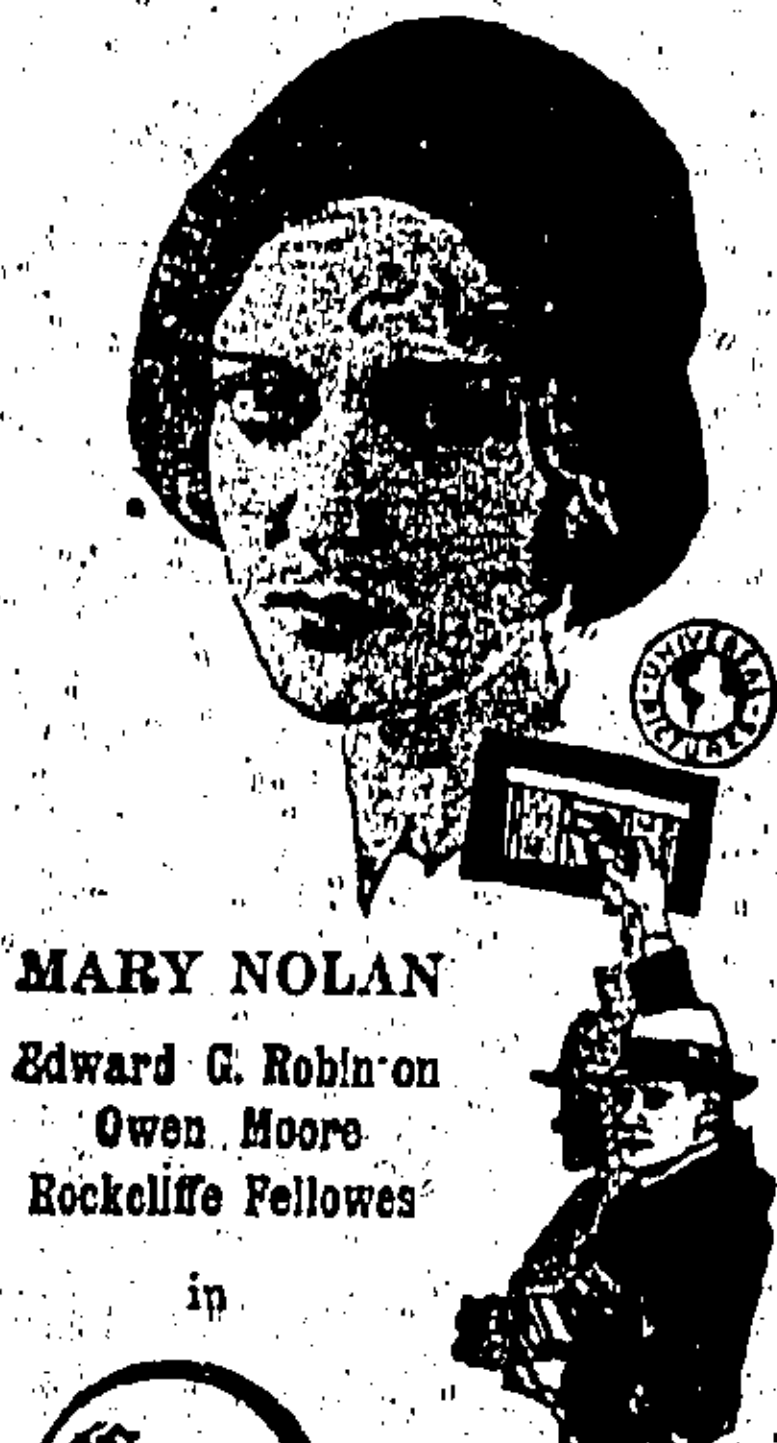
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story.WILL TORN INTO 163  
PIECES.JUDGE AS A JIG-SAW  
EXPERT.

Mr. Justice Bateson proved himself an expert in jig-saw puzzles in the Probate Court when a will was produced that had been torn into 163 pieces.

The solicitor producing it said he had stuck a number of pieces on a large sheet of paper, but he had been able to place correctly only 73 of the fragments.

There were fifteen pieces of writing for which he could not find a place and seventy pieces of margin and blank paper.

Mr. Justice Bateson examined the large sheet and the additional pieces, and then said, "I don't think you are very good at jig-saw puzzles. I have tried one of the stray pieces and fitted it into the jig-saw at once."

His lordship said the solicitor might make an affidavit, and probate would then be granted of the document as placed together and completed.

The case was that of Clegg v. The Temple, who was acting for Messrs. Williamson Hill and Co., solicitors, explained in the Court that Mr. Clegg was seeking to obtain probate of the estate.

Originally, solicitors prepared a draft will, and Harriett England signed the official copy. Some time later she tore her copy of the will into pieces. These, however, were secured, and with the original draft, which had been retained, they were presented for probate.

## THE SILVER SCREEN.

## KING'S THEATRE.

## "DERELICT"

Humour, and plenty of it, characterizes George Bancroft's talkie "Derelict," which will be brought to the end of a very successful run at the King's Theatre to-day. Every one who saw this picture was satisfied with it, and as one who enjoyed it thoroughly, I strongly recommend it.

The story concerns two ship's officers, Bill Rafferty (George Bancroft) and Ted Graves (William Boyd) who seem to be forever falling foul of each other. They are, incidentally, in the employ of the same Company, and the two men are rivals for promotion. When a vacancy does crop up, however, Rafferty is given command of a ship, although Graves is the senior officer, because the latter had been caught "shipping a woman" on his boat once before.

Just before he is told the good news, Rafferty sees Graves in a restaurant with a girl and after saving her the latter out of the way by means of a trick, introduces himself to the girl, and they go out for a ride during the course of which he succeeds in persuading her to sail with him to Rio on the next trip. When however Rafferty is told that he is to sail as master on the next trip, he is put in a difficult position. He tries to explain to the girl but she does not understand and thinks he is backing out. Here Graves comes on the scene and tells the girl that he could arrange it so that she may still make the trip to Rio. She

## "DERELICT"



George Bancroft in Oil Skins.

consents, not knowing it is a plot to get Rafferty into trouble.

What follows is a continuation of thrills, for it is in the latter stages of the film that the audience sees two ships battling furiously against very bad weather and rough seas, and it is after Bill Rafferty had saved his old command that Graves, who took the post of captain temporarily, reports Rafferty's gallantry to the office and Bill is reinstated captain. The two men become friends but what is more important still, Rafferty and the girl discover that it never pays to quarrel. Graves is the best man.

George Bancroft plays the part of the sailor-lover very well and mention must also be made of the way in which Miss Jessie Royce Landis and William Boyd carried out their parts. The supporting cast, too, was good, and helped in a small way to make "Derelict" a picture which should not be missed.

## "KICK IN."

Four former film directors are seen in the supporting cast of Clara Bow's new dramatic picture, "Kick In," which will show at the King's Theatre next. They all retired from active directing by choice, all electing the less exacting and confiding careers before the cameras.

In "Kick In," Clara Bow makes her bow to the public as a dramatic star in a role entirely different from the well-known "It" roles for which she is most famous. The cast of "Kick In" was selected with care to ensure the proper projection of Clara's full-blooded, tensely-emotional characterization, being sustained in every part.

Crisis, an Oxford graduate and a native of London, directed for Paramount for five years, guiding the screen destinies of such players as Wallace Reid, Theodore Roberts and stars contemporary with them. He was D.W. Griffith's assistant during the filming of "Birth of a Nation." As an actor, he won his greatest fame in "Broken Blossoms."

Paul Hurst started his stage career with a San Francisco stock company in 1925 he became a film director for Vitaphone, later directing for Metro-Goldwyn, and many independent producers. Recently he has been one of the most active character-actors and "old school detectives" on the screen.

KING'S THEATRE  
HONGKONG'S FINEST CINEMAGEORGE  
BANCROFT  
IN  
"Derelict"

A Paramount Picture

FINAL SHOWINGS  
TO-DAYAt 2.30, 5.10, 7.15  
and 9.30 p.m.The Talking Screen's  
First Breath-Taking  
Sea-Drama! With  
the Mighty Star of  
"The Mighty"NEXT CHANGE  
SUNDAY, 6th SEPTEMBERBOOKING  
AT THE  
THEATRE.

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## CENTRAL THEATRE.

## "UP POPS THE DEVIL"

"Up Pops the Devil," Paramount's comedy-romance now showing at the Central Theatre, has in its cast nearly a dozen of the most capable romantic and character actors in Hollywood.

Skeets Gallagher, Stuart Erwin, Carole Lombard, Lilyan Tashman and Norman Foster head the cast. Others are Edward J. Nugent, Theodore von Eltz, Joyce Compton, Harry Berensford, Sleep N. Eat and Guy Oliver.

"Up Pops the Devil" is based on the Broadway comedy hit of the same name which proved a great

success at the Masque Theatre in New York during the past season.

The story concerns the marital difficulties of Norman Foster and Carole Lombard, as the young writer and his ex-dancer wife.

They live in an apartment in the quaint and very sophisticated section of New York City where young people of many professions gather for refreshment and amusement. Foster and his wife agree that they will "never-get-anywhere" if they continue this happy-go-lucky, gin and din existence, and so they plan a renascence.

But the scheme hits a bump when a sugary-voiced Southern girl comes into the picture from the apartment upstairs. Amusing and near-tragic events result—but the domestic scene rights itself in the pleasing finish.

## PRINCE'S THEATRE

JACK McDONALD Presents

Direct from the Wilds of Darkest Africa  
Fearless—Peerless!

## PAUL PEDRINI

AND HIS!

## ROYAL ZAMBESI BABOONS

Captured by Paul Pedrini in the Wilds of Gorilla Land (Darkest Africa)  
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THE MOST ASTOUNDING GROUP OF BABOON ACTORS IN VAUDEVILLE!

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Baboons that do

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Paul Pedrini has tramped the unknown Jungles of the World for the Missing Link between Monkey and Mankind. The Royal Zambesi Baboons are the nearest approach to Human Beings, and were trained by Paul Pedrini in their Native Jungles of the Belgian Congo.

THERE IS NOTHING BETTER IN VAUDEVILLE.

SO DON'T MISS IT!

## THE SILVER SCREEN.

## QUEEN'S THEATRE.

## "MEN CALL IT LOVE"

"Men Call It Love," which is now showing at the Queen's Theatre, is a Metro-Goldwyn-Mayer picturization of the Vincent Lawton stage hit of 1929, "Among the Married."

Adolphe Menjou is featured as the golf champion Don Juan who seems to take life and his fun as he finds it. The picture is regarded as ideal material for the suave and debonair Menjou and for the excellent cast with which he is surrounded in the picture version of the daring farce of marital mishaps.

Edgar Selwyn, noted Broadway producer-playwright and director, was responsible for the direction of the new film. His last screen effort was "War Nurse."

Menjou, as an American society golf champion, is said to score an even more captivating performance than in "The Easiest Way," in which he last was seen.

The leading lady in the picture is Leila Hyams, who plays the part of the young wife, frenzied by her husband's unfaithfulness, who goes to the golfer to kill the love she has for her mate and to gain revenge by flaunting her act. Miss Hyams last played in "Gentleman's Fate." The husband is Norman Foster, engaging stage player, who has become so prominent on the screen since "Young Man of Manhattan."

The woman whose adventuring provides alluring motivation for the sophisticated plot is played by Mary Duncan, who recently scored in "The Boudoir Diplomat." The cast is rounded out by Hedda Hopper, as the divorce-party hostess, Robert Emmett Keane, as the henpecked husband, and Harry Northrup, the devoted butler.

Throughout the picture there is evidenced the spicy flavour of the dialogue and situations and the settings and costumes of modernistic motif add vastly to the pictorial enjoyment of the feature.

The play was first produced in 1929 at the Bijou Theatre in New York with Katherine Wilson and Frank Morgan in the principal roles.

In its transition to the screen it remains virtually intact with added scenes and dialogue incorporated to impart greater impetus to the motivation and to create more action in the suspense episodes.

This is a farce of the more intimate type and the very nature of its premise brings a thrilling tangle of possible developments at the opening scene.

## "PARDON US."

Stan Laurel and Oliver Hardy parody the prison pictures in general. Incidentally, it marks their first effort that runs into the feature length class. Laurel and Hardy are a pet hilarity and consequently "Pardon Us" is one long howl.

Perhaps the most gorgeous gag in the opening scene, Stan and the Babe are glimpsed in front of a malt and hops store figuring the cost of making fifteen gallons. "But we can't drink that much," Stan protests. "What we can't drink we can sell," overrules the Babe. Padout, Fadem. A long shot of the two disconsolate comes in handoff being led away.

As other highlights, there's Stan's "buzzing tooth" which causes him to give the "razzberry" to every one from the warden down, their efforts to sleep two in a prison bunk, and their innocent complicity in the jail-break.

## THE KING'S GIFT.

SERVICE BOOKS FOR CHAPEL  
AT THE TOWER.

Dr. A. C. E. Jarvis, the retiring Chaplain-General to the Forces and Chaplain to the Tower of London, preaching at a parade service in the old Royal Chapel of St. Peter ad Vincula at the Tower, announced that the King had presented to the chapel a set of Service books for the use of the officiating clergy.

The set comprised the Bible in two volumes—the Old Testament with the Apocrypha and the New Testament, an Altar Service book, the Book of Common Prayer for the Chaplain's stall, and the Litany for the faithful.

The gift was used for the first time yesterday. The books are of London workmanship.

The front of the Book of Common Prayer bears the King's signature, "George V. 1931," in ink.

QUEEN'S  
THEATREFINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 & 9.20.

Misunderstood wives—husbands with young ideas—marriage—1931 style—you'll want to see this drama of men and their loves!

ADOLPHE MENJOU  
LEILA HYAMS  
NORMAN FOSTERNEXT CHANGE  
THE LAUGH RIOT OF  
THE SEASON!"PARDON  
Us"with  
STAN LAUREL  
OLIVER HARDY

## STAR

FINAL SHOWINGS TO-DAY  
At 2.30, 5.20, 7.20 & 9.20.

WHO killed Spencer Lee? Try and solve it.



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with solid English leather.

Shoes skilfully  
repaired with "K"  
English leather will  
give longer service  
and sustained comfort.

May we serve you in  
this direction—?

We fit through soles  
only (one piece of  
leather from toe  
to heel) thus there  
are no weakening  
nails where the  
utmost strength is  
needed, and the  
shoe will always  
retain its shape.

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[A.P.]

STRAIGHT  
FROM  
THE  
TEA  
GARDEN



TO  
THE  
TEA  
POT.

### MR. PEPYS IN HONG KONG.

29th.—Reading in the news-sheet this morning, I marvel much at the restraint of our police many of whom were, for the space of a night, kept awake by a waster who had skilled over much beer; yet did no one arise and maghandle him, nor even douse him with a bucket of water. And I do commend their self-restraint. And curious it be that in the very same sheet, I find Sir A. Thomson to say that the great fact of heredity is the persistence of fundamental sameness, which may explain much on both sides. Later, to the Club, where I look to find my wife in the Snake-pit, but she be not yet come. But to my great comfort in comes Mrs. Betty, Mr. Povy's niece, and she being alone we talk much over a glass of Spanish wine, which she drink pretty smart albeit she do cough a little thereat. But, Lord! how her tongue doth run on, how Mrs. A. is a cat and that her Lord would be pretty well but for his big belly, that later I grow tired and make excuse to fly, when in comes my wife, and all to say again. And they at it so hard I slip away upstairs to the verandah, where I find Sir R. Harpenden and others, where we stay talking some time. Mr. Creed do speak of the carelessness of the workmen on the Peak Tramway, how they have upset divers buckets of whitewash. But I think little of it, as I was pondering in my mind how I should excuse my absence to my wife, who, poor wretch, must by this time be sorely vexed by Mrs. Betty's tongue. But on my return I find she had not missed me even.

30th, Lord's Day.—This morning I read the news-sheet and pondered much over things politique at home. For most men admire and support the National Government, which do stand for the prosperity of the realm. And most grievous is it to find that Labour alone do make a firm stand, and in effect do say "Thou shalt tax all other men, and abate their earnings, but my earnings thou shalt not abate and my doles and pensions thou shalt not diminish." Which do seem the most naughty and selfish attitude possible. But I will not believe that the honest working men do say so, but the lazy wasters who, and they can, will draw the dole rather than work, and will marry a stranger if thereby their allowance be made bigger, as is often the case, or so Sir G. Downing tells me, who is lately come from England. For it would be a most grievous thing that we should have violent dissensions in these troublous times, lest we become really free, like Spain, where all do fight, or destroy, and they even have bubonic plague to boot. Before luncheon to the Club, where Sir T. Harpenden comes to us from Kowloon, and tells us that the white splodges upon the Peak Tramway do be monstrous great letters which, seen from Kowloon do spell PEAK, and he doubts not shall have added TRAM hereafter. Whereat we all wax indignant and begin to speak our minds. Mr. Creed has it that an enemy from Shanghai has done this thing, being jealous of our fair prospects, when he do live in so foully ugly a city. But Sir R. Harpenden says he learns it is an advertisement to tempt the strangers from their vessels to travel by the tram, that profit may result to the Company. A Mr. Ashley, but newly come into our company, reminds us that a man may do as he will with that which is his own, to which Sir R. rejoins pretty hot that that be bad law though good Shyluck. And much else was said that I will not write down, lest some day the secret of my shorthand be discovered, and my diary be printed, and I would not have it disfigured with profane and indecent language, however, just may be the cause of it.

31st.—This day news of the Yangtze Valley floods, and I do perceive that they be even worse than I feared. For not only are Hankow and its neighbouring cities well nigh destroyed, but the floods are all abroad in five provinces. I walked upon the Harlech road this evening, where I did meet Mr. Ashley, the lawyer, who I perceive to be deeply read, and he tells me that throughout history there have been these great calamities in China, whether by flood or by disease, and that it would seem so to be ordered by Nature, else had the teeming population crowded out the whole world. And so he said it had happened in Japan by earthquake disaster, and had their country proved too small; but for these great purges of Nature. And to this he adds the Great War in Europe. But how these things shall be I know not, and am more fond of music and sports than all this matter of philosophy. Yet it do seem to be sorry comfort to the dead or destitute.

(Continued on next Column.)

### TYPHOON SURVIVORS.

THREE PICKED UP BY S.S. HECTOR.

Messrs. Butterfield and Swire have informed us that they have received a wireless message from the S.S. Hector, stating that they have rescued at sea three men and one woman who were clinging to a spar.

They are the survivors of the junk Chun Yow Lee, of Macao.

1st September.—This day the beginning of our last hot month, or so I devoutly hope. Yet, when I consider upon my earlier days, I doubt that the heat do last later than when I was a griffin, for now I seldom do on my flannel or my tweed suits from Mr. Gieys until it be mid-November. This morning His Excellency the Governor do open the new telephone service between this Colony and Canton, which do be a great advance and, they say, of much service to the merchants. But I would that now the Telephone Company would seek to improve the service in the Colony. For it little serves me that I can talk to my agent in Canton, when my wife, poor wretch, cannot hear me speak to her in our house on the Peak. And this I know, for last Tuesday sennight I do tell her over the telephone that she may purchase the beach pyjamas she do covet in Lane, Crawford's windows at my costs. But on my home coming she mighty wroth that I dare to speak to her of silly women as charmers. So I say no more, being in no wise minded to snatch a delusion from a woman or a cool hundred from my pocket. Reading in the news-sheet, I find a heading about Mr. Wood's Spectacles, which I finely perceive to tell of some coolie, who hath pawned them, and not of the opening of cricquette.

2nd.—This day a great storm, and I find it do be mighty similar in many ways to the storm of 1900, so swiftly it comes, and later is gone again. But now the Observatory do locate it before eight of the clock, yet so fast it approaches that by noon all traffic in the harbour do cease and about a half after three in the afternoon I learn that the centre was passing South of Dumbell Island. And slowly the wind do moderate, though before six o'clock the glass do drop again. By about seven all quiet and some launches out, but again at eight it blows a gale from the South-East and harder than ever before. But not much damage done, save at West Point, where many junks are sunk. And when I walk abroad I hear the most strange accounts. For this one hath it that the launches be so extortionate that the junks cannot pay to be towed to safety, while another declareth the junk people were so set on landing their goods they would not so even though the Kau Sing did offer assistance. And she, so I hear mighty busy, but not in the front of the Club verandah, wherefore it seems many busy merchants do cry out that she do no work.

3rd.—Talking with Col. Matthews of the strike of caddies at Fanling. And the truth is the youngsters have been out of hand these many years, because the Club do not tackle the matter. But now they do, and if the members stand firm the caddies will be quite out of play. For though now they be very hot against it, yet the alteration be in their favour. So be it they are expert at their service, and I am well assured the loss of a month's profits will bring them thereafter to a better mind. Yet would they all be the better for a sound whipping. More talk at the Club this evening of the Tramway advertisement, and all are agreed it be the most foul and naughty outrage on good taste possible, and I hear word of a meeting of protest. But I cannot think the Directors will let it come to such a stoude. Cast dice with Mr. Creed and Mr. Povy. Cost me \$2.

4th.—A dull showery day after heavy rain during the night. More news from Canton but quite uncer- tain, and so far as it may be known, matters are much as they were these two month since. From Nanking word comes of floods and of collapse of dykes, so that a man can not but think that in all these years of civil war China hath neglected the works of public safety, and now do pay the penalty. Yet it be true that the floods do seem to be greater than any these five hundred years. A rare potter among the brokers here to-day, for the Town Watch give notice that they may no more loiter in Ice House Street, and though the customs is an old one, it is a bad one for unless one passes by noisome alleyways, there be no communication between Queen's Road and Des Vaux Road from the City Hall to Pedder Street, save by this portion of Ice House Street. Moreover, in the crowd it is said that many persons, who belong not to the regular bodas or guilds of the Brokers, do come to the strange market. But it takes me little how I shall go for I do no business in the street, save it may be to ask if this or that pony shall win at the next races.

### MANGOES FLY.

EGYPT TO ENGLAND IN A DAY.

In a recent article in this paper, our contributor Major Brasier Cragh remarked that Hankow seldom saw bananas and pointed out how the development of commercial air services would affect even such little things in the life of China as the introduction of new fruits. We reprint the following article, published in London on August 18, as an interesting commentary on Major Cragh's prophecy.

#### Tropical Fruit by Air.

For the first time, mangoes, the much-prized tropical fruit, are now on sale in London in a fresh condition.

Gathered in Egypt late on Saturday evening, they are placed on board the Imperial Airways flying boat leaving Alexandria for London with the Indian and African air-mail early on Saturday morning. The mangoes arrive at Croydon on Tuesday afternoon, within approximately 60 hours of leaving Egypt, and are conveyed immediately by motor-car to the West-End, being on sale the same evening.

Mangoes ripen rapidly. And hitherto, owing to the time occupied by surface transport, the problem has been to get them to London before they have become over-ripe.

The speed of the Imperial Airways trans-Empire services is to be utilised regularly, now, in providing London not only with fresh mangoes, but also with other tropical fruit of this nature.

## Courtesy—



is consideration for the wishes of others. Your guests will appreciate your courtesy in placing before them this dry, free-running table salt.

Cerebos  
SALT

## WING FAT LOONG

takes pleasure in  
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that they have just received  
A New Shipment of American Fruits

FRESH HOME GROWN VEGETABLES

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Phone your orders to Stall 33,  
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## THE BRITISH FILM DISTRIBUTION COMPANY'S

NEXT RELEASE  
A WARM CORNER

featuring England's leading comedian

Mr. Leslie Henson,

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WILL BE SHOWN SHORTLY AT THE KING'S THEATRE.

THE FOLLOWING FURTHER SUCCESSES WILL BE SHOWN  
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### THE HOUSE OF THE ARROW

featuring

Miss Benita Hume

and

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featuring

Miss Jane Baxter

and

Mr. Richard Cooper.

### TILLY OF BLOOMSBURY

featuring

Miss Phyllis Konstam

and

Mr. Sydney Howard.

### CANARIES SOMETIMES SING

featuring

Miss Yvonne Arnaud

and

Mr. Tom Walls.

### TONS OF MONEY

featuring

Miss Yvonne Arnaud

and

Mr. Ralph Lynn.

### THE OUTSIDER

featuring

Miss Joan Barry

and

Mr. Frank Lawton.

### THE CHANCE OF A NIGHT TIME

featuring

Miss Winifred Shotter and Mr. Ralph Lynn.





## THE SMILE THAT FAILED.

### "THE AMBASSADRESS OF GOODWILL" IN RUSSIA.

#### UNDERWEAR WORN REGARDLESS.

The Ambassadors of Goodwill, not ambassadors for there is no ambassador—Miss Marion Howlett (from the United States of America), stood on the platform of the Helena May Institute yesterday and gave her audience of women several opportunities of seeing the smile that has carried her triumphantly through forty-six countries, but which failed in Russia. The history of its failure told in a racy and amusing manner made up the greater part of her address.

#### What Women Are Doing.

The Ambassadors touched on the progress which is being made by women throughout the world. In America the women's conventions are busy passing resolutions of international friendliness; in Finland and in Germany they are strongly represented in Parliament; in Italy women, said Miss Howlett, are anxious to progress but the Duce's orders are clear. Stay at home and produce more Italians. The women of Egypt, had, she found, made amazing progress in the last nine years, while Austria was mainly remarkable on account of the leader of the women's movement, an energetic old lady of 90 whose ruling passion was for birth-control.

#### Dressing the Part.

Then Ambassadors went to Russia. "Russia," she said, "was my forty-seventh country in 12 years. I have received international friendship personally from forty-six countries. I went to Russia feeling that there must be people there who were not Communistic, that I'd find the same friendly feeling, I wanted to be fair and impartial." She went, wearing dramatically, aged garments, "no stockings, old broken shoes, patched clothes and with a kerchief over my head, and I hoped to fade into the background and observe all things impartially." But Soviet Russia only cares for its own drama. Miss Howlett found that she was expected to take her place as a member of a properly organized group of investigators. "If I stopped aside for a moment, I was shouted at to rejoin my group."

She clasped her hands and addressed her audience earnestly. "I went to Russia full of goodwill but after ten days of being shouted at, having my warm feelings trampled upon, stamped on, yelled at, flagellated, I used to go to bed every night to have a real good cry, and I became hard as steel. A smile is international, it always works, except in Russia. In spite of everything I could do they simply don't understand the word 'fair'; in Russia it isn't used."

#### Impressions.

Some of her impressions of Russia followed: The most lovely cathedral in Leningrad, being used to house the headquarters of an anti-religious campaign; the skillful propaganda which uses tiny children as apostles of an anti-religious crusade; the feverish enthusiasm of the young workers in the factories; the hopelessness of the bread queues.

Next she touched on education, speaking of the "liquidation of literacy" which preceded the present attempt to give some sort of education to the people of Russia.

"Everyone," she said, "because of clever propaganda has a longing to study, but what they are getting is a queer biased brand of education, the history of revolutionary Marxism, and anti-religion."

"However International You Feel It Grates."

Her final judgment was, "I'd do most anything I could in the world to prevent my country from getting into such a condition; such dirt, such filth, such misery. You are never allowed to be private for a moment; even your thoughts aren't allowed to be private. You are asked fifty times a day what you think of this or that, wonderful thing that Soviet Russia has done and you have to make the right answer, and if you don't you are shouted at."

"There is something that grates even when you have the best feelings in the world in seeing beautiful things misused and let go to ruin."

"In the best hotel in the best part of Russia you will see most of the men in their undershirts eating with their knives; after a little while, however international you feel, it gets you."

"Underwear is worn by men regardless—everywhere in the roads, in the hotels." It was three weeks before I saw a collar and tie. Perhaps it does not matter, but there is something in a collar and tie that ties up with culture."

"There is no Communism in Russia."

"I hear that the young people in the factories are dissatisfied with the revolution. They say that when they have got through with the Five Year Plan they are going to have a revolution of their own to show the people how it should be done. These young people are buoyed up to a feverish key; all they think of is getting through the five-year plan. That is the rhythm of the factories. They believe that when they are through with it they will have a better life."

"Remember," said the Ambassador as a final word, "there is no Communism in Russia; things are just turned upside-down, there is nothing that all have equally."

## CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication; unless so directed, but as evidence of good faith.—Ed.]

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

### OUR BROKERS.

Sir,—I am inclined to believe that the worthy brokers of Hong Kong are labouring under a misapprehension regarding the consensus of public opinion about the privileges extended to them in Ice House Street.

The resentment, for resentment it must certainly be, is directed not against them personally but against the rickshaws, and the "three piece" rickshaws in particular. It is not too hopelessly difficult for a pedestrian to wind his way through a crowd of courteous brokers, but it is no easy matter for him to avoid the rickshaws propelled full speed ahead, by three coolies down Ice House Street.

Another cause for complaint is found in the method of parking these rickshaws. They are invariably placed with their backs to the wall and with the shafts protruding towards the centre of the street, to the immediate peril of the unfortunate pedestrian, who has to pick his way very through a forest of rickshaw shafts to the accompaniment of grins from a conglomeration of coolies, who proudly bear the emblems of their uniforms.

The police authorities have closed Ice House Street to all rickshaws and pedestrian traffic during certain hours of the day, in order that the brokers may conduct their business with a certain degree of safety, but they have not said to them: "Here is a nice little street you can have all for your very own," and I think the Gentlemen of the Exchange would do well to bear this in mind.—Yours Etc.

ONCE BITTEN.

Hong Kong Sept. 4.

## TOLL OF THE TYPHOON.

### MANY BOAT-PEOPLE LOSE THEIR LIVES.

#### CREW OF 28 DROWNED.

The toll of the typhoon begins slowly to make itself evident as reports from various districts find their way into the Colony. The biggest loss of life, it is feared, is in the case of a fishing junk, which, being rendered helpless in the vicinity of Waglan, was dashed to pieces and the whole crew of 30 were thrown into the water where they hung on to the mast, rudder and pieces of wreckage. As far as can be ascertained only the master and one other man have been picked up, a fishing junk bringing them into the Colony. It is feared that the remaining 28 persons perished in the gale. The value of the ill-fated craft was \$5,000.

Another report, by the master of a passenger junk, indicated that a woman lost her life in the harbour. The junk was being towed to the typhoon shelter at the time, when the tow ropes snapped and the junk, with a woman on board, was carried westward. It is feared that the woman was drowned. The junk which is missing is valued at \$110.

**Tow Ropes Break.**  
In another very similar instance, a foki of a junk which was being towed by the steamer Tung On lost his life. The tow ropes broke and the junk was being towed across the harbour and it was lost with a solitary foki on board. The master and other members of the junk's crew were on the Tung On at the time.

Several remarkable rescues were reported by junk masters from the vicinity of Tam Kong Tau, where one junk managed to save 38 persons, the crew of three junks which had become waterlogged.

Cries of "Save Life!" attracted the attention of the master of a junk sailing from Stanley to Sai Kung. He saw persons in the water, the crew of a fishing junk which was sinking. All were rescued.

An officer from Stanley Police Station, watching through a telescope, observed the plight of a fairly large junk which was being battered about by the wind and the waves. With her masts and rudder carried away, the vessel drifted helplessly before the wind and was lost, seen disappearing round Triam Head in the direction of Repulse Bay. A lone fisherman was the only person who could be distinguished on the boat.

be done. These young people are buoyed up to a feverish key; all they think of is getting through the five-year plan. That is the rhythm of the factories. They believe that when they are through with it they will have a better life.

"Remember," said the Ambassador as a final word, "there is no Communism in Russia; things are just turned upside-down, there is nothing that all have equally."

## STOLEN GLASS.

### CLAIM TO DECIDE LEGAL OWNERSHIP.

#### PLAINTIFFS SUCCEEDED.

Judgment was given by the Puisne Judge (Mr. Justice Lindell) at the Summary Court yesterday in an action concerning the legal ownership of stolen glass.

The plaintiff, Lee Yu Cheung, trading under the firm name of Lee Yu Kee, 242, Des Voeux Road Central, claimed against the Sun King glass shop, of Battery Street, Yau-mat, for damages for wrongful conversion of 100 cases of glass, and, in the alternative, the return of the glass and damages for its detention.

Mr. Horce Lo appeared for the plaintiff and Mr. F. X. D'Almada, jun., was for the defendants.

His Lordship gave judgment for the plaintiffs with costs and agreed to permit evidence to be brought on the question of damages for detention which was again raised by Mr. Lo.

#### The Judgment.

Giving judgment his Lordship said:—The facts in this case being agreed, there is no need for me to dilate upon them, except to emphasise three points not appearing in the statement of facts:—

(1) It is admitted that the cases of glass, the subject matter of this action were, in fact, stolen from the plaintiff's godown.

(2) I find it was proved on the evidence given before the Magistrate that plaintiff's godown-keeper was guilty of carelessness in accepting a delivery order which he ought to have realised to be a forgery.

(3) It is admitted that the said glass had been seized by the police, under a search warrant, and removed from the control of the defendants before they received any demand from the plaintiffs to deliver it up.

On the strength of this last fact, Mr. D'Almada argues, and I think quite rightly, that defendants can not be held liable in conversion. It follows, in my opinion, that even if I held that they must hand over the glass to plaintiffs, they should not be mulcted in damages for detinue.

#### Estoppel Point.

Mr. D'Almada, however, claims that plaintiffs are estopped by the negligence of their servant, in the absence of which the larceny of the goods could hardly have been effected, from setting up their title to those goods, and in support of this claim quotes 27 Halsbury, paragraph 1614 on page 1915, "if the owner of lost or stolen goods is guilty of such negligence that a third party is thereby induced to acquire them bona fide and for value, the owner may be estopped from claiming the goods."

Examination of this dictum and of the cases on which it is based (Beckwith vs. Corral 1828, 3 Bing. 444 and Morrison vs. Buchanan 1833, 8 C & P 18) make it perfectly clear, however, that the all-important word is "induced." To deprive them of their title it is not sufficient to show that, but for their negligence, the plaintiffs' goods might never have been lost or stolen; it must be clearly established that it was the negligent negligence that actually induced the defendants to accept the goods or to do something which, has amounted to innocent conversion thereof.

#### Conversion Liability.

In Morrison vs. Buchanan (supra) plaintiffs were the drawers of a bill of exchange, the existence and nature of which, and the means by which it might be stolen after acceptance, were revealed to a dishonest third party by the negligence of one of the plaintiffs' employees. The acceptor having parted with the bill to that third party was held not liable in conversion on the ground of plaintiffs' own negligence inasmuch as thereby they had held out the third party as authorised to receive the bill and hence had induced defendants to hand it over to him.

Hence it seems clear that to defeat plaintiffs' title in such a case there must have been some form of representation on their part to the defendants on account of which the latter have been induced to treat the goods as their own or to deal with them in some way incompatible with plaintiffs' rights.

His Lordship held that in the present case there was no such representation. Judgment was given for the return of the glass to plaintiffs, with costs.

## FATAL STRUGGLE.

### SHOT WHILE EVADING ARREST.

#### SMUGGLERS' ATTACK REVENUE OFFICER.

When the inquiry into the death of a Chinese who died as a result of a bullet wound, received in the course of a struggle with a Chinese Revenue Officer, was resumed, the Revenue Officer concerned went into the witness box and gave a graphic description of what happened on the waterfront in Connaught Road Central at 1 a.m. on the morning of August 14.

The story in the words of the Revenue Officer himself was as follows:—

"On the morning of August 14 I was on duty in Connaught Road West when I noticed a man squatting at the foot of the stairs of house No. 138. I also noticed another man squatting at the foot of the stairs of house No. 140. The presence of these two men there in the middle of the night aroused my suspicions. I made my way to the Ping On wharf and concealed myself in a dark corner at the east side near the entrance and kept a watch over the two men.

#### Looked Round Furtively.

"I waited from 1 a.m. to 2.30 a.m. when I saw a man emerge from the pavement on to the roadway outside No. 140. The man looked around him furtively and then moved twenty odd paces towards the west. Then he retraced his steps and very soon stood in front of house No. 140 again. He then walked across the road towards the sea and I saw another man emerge from under the verandah and follow the first man, who stooped over the seawall and hauled up a parcel from a sampan waiting at the spot. I noticed it was then high tide.

"The parcel was handed to the second man who put it on his shoulder and started off with it towards No. 140. I then came from my hiding place in the wharf on to the roadway. As I came off I looked at the sampan and saw two men in it. I concentrated my attention on the man with the parcel and caught up with him as he reached the kerb. I seized him and asked him, 'What have you got there? I want to search you,' whereupon he laid down his parcel. I held his arm and by this time the other man came up and said in a low tone that it was opium. I asked, 'How much?' and the reply was 'between 200-300 taels.' Both men then suggested that I should 'drink tea,' but I replied, 'Don't say anything, come along with me to the office and let us talk things over there.'"

#### The Attack.

"I then shouted for a rickshaw but none was near, so I called for a coolie and one came. I told him to take a parcel for me to the Revenue Office. I had one hand on my pistol at the time and proceeded to take the men with me. Before we had gone three paces, I saw two men come on to the Quay from the sampan. After proceeding a few more paces, I heard someone behind me call out 'matching.' When I heard this, I ordered the coolie to walk a little quicker. At the same time, I turned round on my left. My left hand was on the pistol. As I turned I was struck on the chest by a man who had crept up on my left side. The prisoner (a man who was subsequently convicted) broke free and struck me on the back. The two men then set on me vigorously and one of them tried to seize my throat. That man was the deceased. I defended myself by warding off their blows as best I could. While the struggle was in progress, two more men appeared and got within two yards of me. They were in a hostile attitude and I heard the coolie call out a warning, 'Be careful.' I then became frightened and being afraid that I might be killed by these men I drew my revolver. I was nearly overpowered by the two with whom I was struggling and the appearance of two others made the situation worse.

#### Revolver Went Off.

"As I drew my revolver with my right hand, I felt a jolt on my arm and it went off. I had my finger on the trigger. I did not intend to fire the revolver, my object in drawing it being to frighten my assailants by holding it up in the air. Soon after the shot was fired I blew my police whistle. The two men from the sampan turned and bolted in a westerly direction. The deceased also ran towards the pavement. None of them were heard to shout. The man who was subsequently arrested also ran at the time but I followed him and fired my revolver in the air twice. At a little beyond the Tai Ping Wharf, the prisoner stumbled and fell and I caught him.

"On the way to the office, just opposite the Ping On Wharf, he managed to break free and ran towards the stairway of No. 140 where I caught him again."

(Continued at foot of next column.)

## HONG KONG STOCK MARKET.

### YESTERDAY'S TRANSACTIONS.

There was a steady undertone in the market yesterday morning. China Lights continued to ease off. Trams and Electrics maintained their rise, and Hotels (old) were quick.

Banks were in demand at \$2.305. Unions were also in request at Thursday's rate—\$257—after sales at quotation.

Underwriters were wanted at \$6, after sales having been effected at \$6.20.

Wharves were enquired for at \$164.

Providents (old) were again wanted at \$8.55, after sales being put through at \$8.85. The new shares were again in request at \$3.15.

Hotels (old) were wanted at \$17, as were the old shares at \$10.80, with sellers asking \$17.

Hong Kong Lands, after changing hands at \$912, were in demand at \$914.

Humphreys Estates, old and new, remained stationary at Thursday's buying rates.

Realties were done at \$17.00, but at the close there were buyers at \$17.60.

Swos came in for some support at Tls. 15, but sellers wanted Tls. 15.30 and nothing transpired at this rate.

Trams, which were reported done at rates ranging from \$224, \$22.85 to \$23, were in demand at the close at the middle rate mentioned.

China Lights were dealt in at \$31; there were sellers at this rate, but buyers would not go higher than \$30.85.

Electrics were again in demand at a slight advance, the rate being \$82, at which rate sales were effected, and at \$83.

Telephones (part paid) which were reported done at \$35 and \$36.30, were again in demand at \$34.

Cements (combined) were in request at \$24, but no shares came out at this rate.

Ropes were again in request at \$22.20.

Dairy Farms, after being done at \$33.85, were still in demand at the close at this rate.

Lane, Crawfords (old) were wanted at \$8, and the new shares at \$7.80.

Constructions (cum rights) were quoted \$13.75 nominal, and the new shares had buyers at \$1.

#### Afternoon's Transactions.

In the afternoon the market kept quite steady with a fair amount of business passing. The break in China Lights down to \$29, however, was almost sensational. Appended are the changes:—

Underwriters were in demand at \$3.10, with sellers asking \$3.50.

Providents (old) were in demand at \$8.60.

Hotels (old), after sales at \$17.20, were in demand at this rate. The new shares had sellers at \$18.00.

Lands were put through at \$912, and at the close there were buyers at \$914.

Humphreys (old) were dealt in at \$22, at which rate there were still buyers. The new shares were in demand at \$22.

Realties had buyers at \$17.60, with sellers asking \$17.80.

Trams had sellers at \$23.

Star Ferries were done at \$95, and at the close there were buyers offering \$92.

China Lights were disposed of at \$29.45 and \$29.60. At the close there were buyers bidding \$29.40 and sellers asking \$29.60.

Electrics were in request at \$83, after sales at \$83.

Lane, Crawfords (old) were wanted at \$8.10.

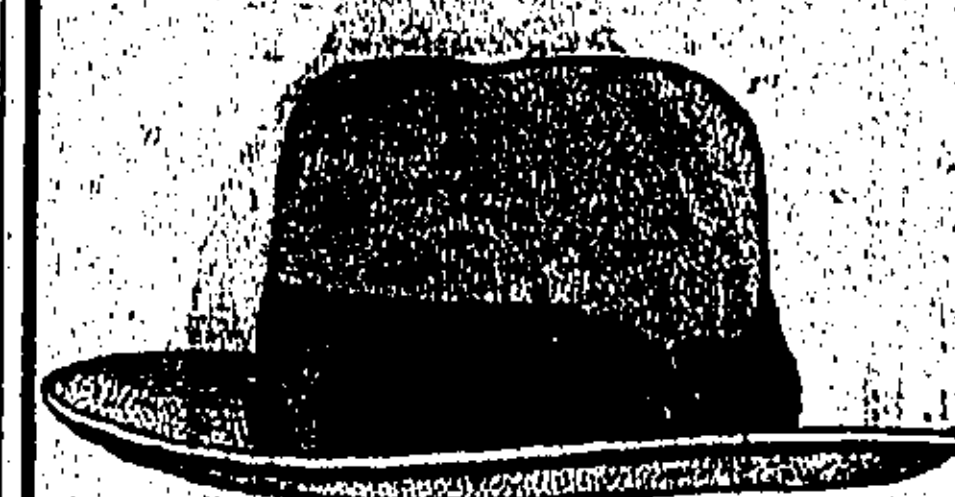
The Coroner (Mr. W. Schofield)—When did you know that any of your men had anyone?

Witness: Not until the arrested man was convicted before your Worship. I was then informed of the result by the officer in charge of No. 7 Police Station and was asked to go and identify the body. I identified it as one of the two whom I arrested at first.

In answer to a question by Mr. T. Murphy of the Criminal Investigation Department, witness said he could not remember how many times he pulled the trigger. He last examined the revolver about 10 days before the incident. The inquiry was adjourned.



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## NEW ADVERTISEMENTS

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## NOTICE.

On MONDAY, the 7th SEPTEMBER, 1931, All Departments will be CLOSED.

THE HONGKONG DISPENSARY, Dispensing Department will be OPENED for dispensing prescriptions from 10 a.m. to 1 p.m., and from 6 p.m. to 7.30 p.m.

A. S. WATSON &amp; CO., LTD.

Hong Kong, 4th Sept., 1931. [1151]

## HONG KONG CRICKET LEAGUE.

NOTICE IS HEREBY GIVEN that the ANNUAL MEETING will be held at the SANITARY BOARD ROOM, Post Office Building (by kind permission) on FRIDAY, the 11th DAY OF SEPTEMBER, 1931, at 5.15 p.m.

W. C. HUNG, Hon. Secretary.

[1153]

## BANK HOLIDAY.

IN accordance with Government Ordinance, The EXCHANGE BANKS will be CLOSED for the TRANSACTION OF PUBLIC BUSINESS on MONDAY, the 7th of SEPTEMBER (The First Monday in September).

Hong Kong, 3rd Sept., 1931. [1145]

## NOTICE.

A. S. WATSON &amp; CO., LIMITED.

THE Undermentioned Certificate for 50 Shares in this Company registered in the Name of KWOK SIN HING, has been declared LOST. If at the expiration of One Month from the Date hereof the following Share Certificate be not produced to the Company, namely, Certificate for 50 Shares No. 20,191 to 20,240, A NEW CERTIFICATE for the said shares will be issued by the Company, and thereafter NO OTHER will be recognised.

A. S. WATSON &amp; CO., LTD.

Hong Kong, 3rd Sept., 1931. [1147]

## NOTICE.

WE beg to notify our Customers that on and after the 25th AUGUST, 1931, the TAXI FARE in accordance with Government's approval will be as follows:—

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HONG KONG &amp; SHANGHAI TAXICAB Co., Ltd. (Telephone No. 26408)

STAR TAXI Co. (Telephone No. 26748)

Hong Kong, 24th Aug., 1931. [1093]

## HUMPHREYS ESTATE &amp; FINANCE CO., LTD.

## NOTICE.

THE Undermentioned Certificate for 100 Shares in this Company registered in the Name of Mrs. E. S. ANDREWS has been LOST or DESTROYED, and should this Certificate not be produced to the Company before the 31st SEPTEMBER, 1931, New Certificate for the said Shares will be issued and the Old Certificate No. 5181 will thereafter be treated by this Company as NULL & VOID.

Certificate No. 5181 dated 7th SEPTEMBER, 1904, for 100 Shares Nos. 78301/78900.

JOHN D. HUMPHREYS &amp; SON, General Managers.

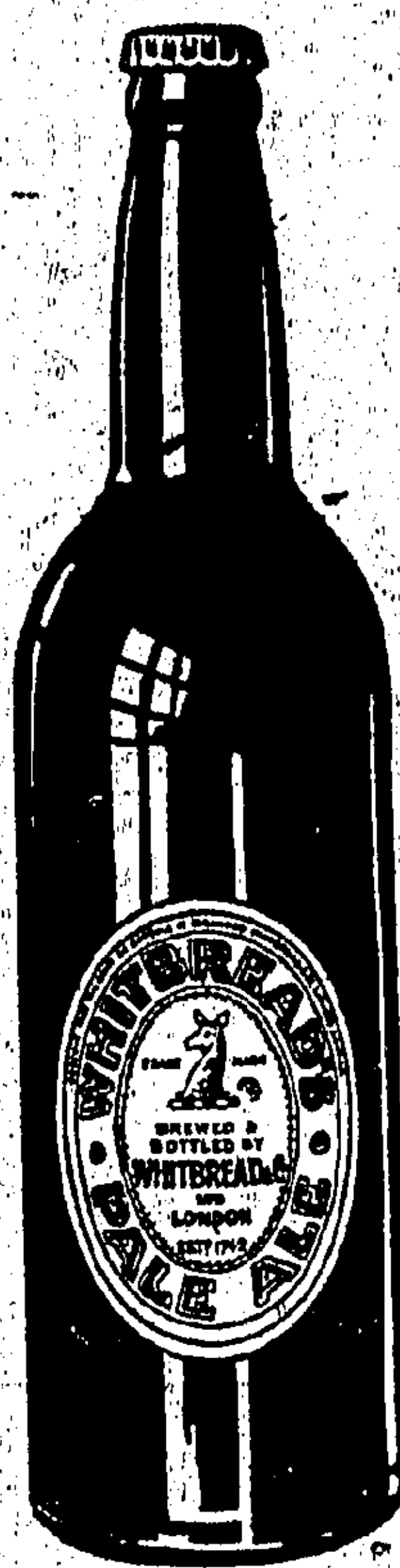
Hong Kong, 24th Aug., 1931. [1090]

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For further particulars apply SUPERINTENDENT OF CROWN LANDS, P.W.D. or DISTRICT OFFICER, New Tairo. [1114]

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[A.P.B.]

## MEMORIAL SERVICE.

The service in memory of those who lost their lives in the Kwong-sang disaster will now take place at St. John's Cathedral on Friday, September 11, and not as previously announced. [1142]

## BIRTHS.

MARTIN.—On August 9, at Wenchow, to Mr. and Mrs. R. B. MARTIN, a son.

STONE.—At Peking, on August 29, to Mr. and Mrs. LANCE B. STONE, a daughter.

## DEATH.

ROBERTS.—On August 29, at Shanghai, Walter DARRALL ROBERTS, aged 21 years, son of Mr. and Mrs. W. E. ROBERTS.

Editorial and Business Offices: 11, Ice House Street, Tel. 30251.  
Night Editor (Wanchai Office): Tel. 24511.  
London Office: 53, Fleet Street, E.O. 4.

## The Daily Press.

HONG KONG, SEPTEMBER 5, 1931.

## LABOUR PARTY TANTRUMS.

THE Labour Party in Great Britain is not covering itself with glory at the present time, and those who have deserted the Prime Minister will probably live to regret their chickenhearted action. The request of Mr. MacDonald's constituents that he should resign, the decision of the National Union of Railwaymen that Mr. J. H. Thomas had forfeited his pension, and the hysterical accusations of "treachery" suggest a personal feeling alien to British traditions. The mass of letters, from people of class, which have been showered on Mr. RAMSAY MACDONALD, wishing him success in his task, are a much better indication of the general attitude towards his decision to stay at his post. Mr. WINSTON CHURCHILL some years ago wrote a provocative article entitled, "Is Labour Fit to Govern?" Mr. CHURCHILL expressed a characteristic negative, but his views as to who is fit to govern are, perhaps, constricted to a minimum. For two years the Labour Government has carried on with fair success. Nothing was very much changed; law and order were maintained, the Services kept up to a standard against which the technical experts made no protest, and, as far as the average citizen was concerned, Mr. BALDWIN might have been in power. But all the time the ship of state was heading for the great barrier reef of financial disaster. A flood tide of prosperity might have carried her safely over the

reefs, but the economic tide receded, and Mr. SNOWDEN sounded the warning.

To many Labour members, of honest mind but with no deep knowledge of economics, it came as a real shock to learn that sources of revenue from the wealthy were not inexhaustible. The immense expenditure of the War had confirmed a belief that money for every kind of social amelioration was to be had for the asking. When, therefore, Mr. SNOWDEN, their own Chancellor of the Exchequer, made the announcement that economy was necessary, they were dumfounded. But some months later when the HOLMAN GIBBOY Commission report on Unemployment Insurance abuses, the MacMILLAN Report and the May Report all pointed sternly towards economy, there was a general revolt against the expert. Mr. MAXTON complained ingeniously because the Commissions had not been packed with good extremists like himself. The National Union of Teachers, a well knit association, whose slogan seems to be "Charity begins at Home," passed resolutions to the effect that they would strike and would sooner see all the schools of Britain closed, than submit to a penny being cut off their own salaries. As Lord TENNYSON did not say

"There's not to do and die!  
"There's but to reason," why?

It is a pity that there should be this outbreak of threats and childish temper on the part of a section of the nation who think they are in a position to avoid by bluster the sacrifices that they perfectly well know will have to be made. Though a noisy and vociferous group of politicians, in and out of Parliament, will oppose and to the best of its power, impede the Government, the majority of people, rich and poor, realise that Mr. RAMSAY MACDONALD and Mr. SNOWDEN are not "betraying the workers," but are seeking to save them from distress and disaster of the kind that has swept Germany and the United States. The National Government consists of men who have the public confidence and it is to be hoped that by the time Parliament reassembles the present outbreaks of rage will have cooled, and that the proposals of the Government will receive a fair and general hearing, even from the Labour Members who intend to form the Opposition. A fractious and unreasonable obstruction will complete the widespread disillusionment felt with regard to the aims and the abilities of the Labour Party.

## A SCREEN IMPROVEMENT.

EXPERTS in the science of optics know of the great advances that have been made since the war in the manufacture of English lenses. But non-expert persons are rarely acquainted with this rapid progress, or with the fact that the best lenses used in the cinema studios of Europe and America and for projectors are nearly all British. Indeed, it is more than probable that without these excellent lenses millions of cinema-goers would not find nearly so much enjoyment in the films as they do at present. Manufacturers of the lenses continually endeavour to improve their quality but, such is the state of perfection already reached, that improvement is a slow process, and seldom achieved suddenly except as a result of some revolutionary invention.

The working of a new British invention has recently been demonstrated in London. It is a device which can be attached to existing cameras and projectors, and its ultimate effect is to give a picture on a screen very much wider than that usually used in cinematography. It achieves this wide-screen effect with standard film and without the necessity for scrapping or altering the ordinary cinema projector. This may prove to be a most important advance, as the general desire of film-goers has been for larger pictures—a desire in direct opposition to the narrowing of the screen induced by the talking films. It may save the film trade millions of pounds and it will enable the general public to see in close detail scenes that would ordinarily be "long shots." The demonstration showed that the device gave pictures of a greater impressiveness; the audience could feel themselves more in the scene than when the ordinary projector is used.

## ★ News and Views ★

## Maoris Strike Gold.

A new and promising gold reef has been out by Maori claim-holders in the Thames district. A ton of stone was crushed by their primitive appliances and it yielded 10s. 3dwt. of gold. The Maoris say that the stone becomes richer as the dry progresses.

## The Lemon!

The greatest orators have been known to mix their metaphors, but an operator speaking in Hyde Park thus excelled himself during a denunciation of the hated capitalist: "He's a drone, who just sucks the honey out of the sweat of the honest working-man; then he throws the sugarcandy lemon on to the scrap-heap!"

## A Gift From Cappy Ricks.

When we received yesterday morning two square packages from the Dollar Steamship Lines a hope was expressed that they might be a couple of the wine bricks that are causing so much commotion in the United States. While they were not missives from Bacchus, God of Wine, they could claim connection with Prometheus, that ancient friend of man, for the contents proved to be a consignment of excellent matches with pictures of a Dollar liner on the top.

## Lynchings on Decrease.

The lynching record of the Southern States of America for the first six months of 1931 reached the low level of five for the six months' period, as against an average of about ten times that many for like periods throughout the last half century. Primarily, credit for this steady decrease in lynching is to be given to the newspapers of this section; the church groups, the officers of the law and the growing opposition to lynching on the part of thousands of southern white women.

One case of typhoid was reported on Thursday.

Two rafts with diving platforms fitted have been found by the police drifting, one at Capatimun and the other off the Yaumati Breakwater.

The memorial service at St. John's Cathedral to the officers of the ill-fated s.s. Kwong-sang has now been postponed until Friday, the 11th inst.

The speaker at "The Quiet Hour" service at the Y.M.C.A. on Sunday evening will be the Rev. J. C. Knight-Anstey. Mr. Knight-Anstey is shortly leaving Hong Kong and at this meeting he will give one of his last sermons to a local congregation.

At the Sailors' and Soldiers' Home on Monday, September 14, there will be a farewell gathering to the Rev. J. C. and Mrs. Knight-Anstey at 8 p.m., to be followed by the opening and dedication by the Hon. Mr. W. T. Southern of a new lounge.

In falling from the verandah of 11, Kam Wah Street, a five-year-old boy, Cheung Po Kan, received injuries to his head and right ankle but his mother refused to allow him to remain at the Government Civil Hospital, where he was first taken.

On the arrival in port of the s.s. Ling Nam, the chief officer, Mr. F. G. Greff, reported to the police that it was discovered after the ship came into harbour that a cargo of deer's tails and horns had been bronched. The loss is estimated at \$10,000.

The Chinese National Quarantine Service announces that, beginning from today, all vessels arriving from foreign and/or infected ports, when presenting their fumigation certificates for approval to the Service, will be required to produce at the same time their respective "certificates of practice" duly signed by one of the officers of the Quarantine Service.

When M. Gauthier, a Frenchman, was summoned before Mr. Justice Lindell yesterday by an Indian tailor for \$18 in respect of a coat ordered, the defendant stated that when he went into the shop to try on the coat, he brought a lady along with him in order that she might see how the coat fitted. The tailor is alleged to have said that he did not care about the lady's opinion and for this reason M. Gauthier asked Mr. Justice Lindell to fine the tailor \$10 for being rude to the lady and another \$5 for being rude to himself. His Lordship explained that he could not do that as it was a matter for a lower court. Hearing was then fixed for Wednesday, September 16, at 10 a.m.

## The Empress of Britain.

Setting her third record in less than two months, the new Canadian Pacific liner, Empress of Britain, arrived at Chebourg on July 31, four days, 10 hours, 18 minutes after leaving Fether Point. This new record, the shortest time in which the Atlantic has been crossed by a passenger vessel, breaks the liner's previous best time on the eastward passage by 27 minutes.

## Bookies.

A strange sight could have been seen on the Shanghai Bund yesterday morning, says the N.C. Daily News, when a thousand new recruits for the 50th Division of the Chinese Army under General Liu Ho Ting straggled along in twos and threes on the way from Anhui to Fukien. Only one in twenty had uniforms, the others being the proud possessors of little banners attached to their coats, presumably giving their regimental names and numbers. The majority were young lads of barely sixteen years of age, who had apparently joined the army to get something to eat. Only one officer was seen and he was armed with an umbrella.

To clear the street, and persons conversing at the west side of the road, which is not encumbered with rickshaws, will not ordinarily be interfered with. All persons standing in the centre of the road, thereby obstructing the through traffic, will be invited to move on, and, if they fail to do so, it will be necessary to take further action. The question of removing rickshaws from Ice House Street altogether was considered, but as the majority of these rickshaws are brokers' rickshaws, which must necessarily be parked somewhere, while the occupants alight, it was considered only reasonable to allot one side of the road to rickshaws, the bulk of which are hired.

The Exchange Banks will be closed to the transaction of public business on Monday, September 7.

Mr. Ngan Shing Kwai, managing-director of the China Motor Bus Company, has reported to the police the theft from his office of \$3,500. He stated that when he opened the safe in the accountant's room on Thursday afternoon he found the money and a quantity of jewellery, the value of which is at present unknown, missing. An accountant of the Company has since disappeared.

Mr. Farsana T. Sung, the Chinese Consul-General for Java, arrived here yesterday per s.s. Empress of Japan. He is on his way to assume his official duties in Batavia. During his short stay here, Mr. Sung will stay in the Empress Hotel, as a guest of Dr. Frank S. Goon, a well-known Hong Kong resident. Mr. Sung was formerly Consul-General in Australia.

News has been received in Shanghai of the death, which took place in Peking, on Tuesday morning of the best known Chinese actor in north China. The wife of a very active part in all forms of charitable work and was to have attended the International Women's Conference to be held in Geneva in November. She was 54 years of age at the time of her demise.

Messrs. Musso, Fischer & Wilhelm have addressed a letter to the Ministry of War in Nanking requesting permission for the 31 year old son of Mr. and Mrs. Vandercruyssen, accused in the Noulens case, to visit his parents who are under detention in the capital on charges of attempting to injure the Republic of China. They ask that the child, accompanied by a nurse, be one of the local hospitals and Dr. T. Wilhelm, who has been placed in charge of the little fellow, should be allowed to be brought to his parents.

The Chinese Press, unanimously praises Mr. Ramsay MacDonald for placing his nation before his party. Commenting on the collapse of the Labour Government, they state that, although the Labour Party has lost its power, Mr. MacDonald remains head of the British state and he has shown his courage by remaining in spite of the accusation of a large number of his former colleagues and supporters and their bitter attacks. Such patriotism is that shown by Mr. MacDonald in remaining in office instead of yielding to his party and his supporters deserves the unstinted praise of all.

## MOORING IN CABLE AREA.

## JUNK STEERSMAN FINED.

Charged before the Marine Magistrate yesterday with having moored his craft within the Victoria Cable area and also with having failed to exhibit a regulation mooring light, the steersman of a conveyance junk pleaded guilty on the first count but persisted in his story that he had a mooring light on the junk. Sergeant Wymmes, who prosecuted, told the Court that he noticed the junk at about 8.45 p.m. on Thursday and boarded her but found nobody on board. He returned later with the intention of making an arrest but at that time there was a light on board.

The defendant said that he was in the cabin all the time and that was probably the reason why the officer did not notice him on his first visit to the boat. Magistrate: If you were sleeping, how did you know the light was burning?

Defendant: I could see it through the window.

Magistrate: Did you also see the police board the boat?

Defendant: No. I did not see the police board the boat, but I saw the police on board at 8.50 p.m.

Magistrate: I don't believe you. You are fined \$23 or two weeks' imprisonment on the first count, and \$10 or a week on the second, the sentences to run consecutively.

## OBSTRUCTION IN ICE HOUSE STREET.

Following the general resentment on the part of local brokers resulting from the order issued by the Inspector General of Police regarding traffic in Ice House Street, it is understood that the new regulations are merely intended to point out to persons obstructing the road that it is a thoroughfare, and that it must be kept as such.

According to Hon. Mr. E. D. Wolfe, I.G.P., it is not intended (Continued on previous column.)

## ★ Local Notes and Events ★

At Central Magistracy yesterday, a Chinese was charged with the theft of a damaged bale of cloth from a depot of retrieved wreckage, picked up along the waterfront in the West Point District. The prosecuting officer asked for an adjournment, stating that he might be able to find the owner and this was accordingly granted.

## From the Files.

## Looking Back 25 Years.

Their Majesties, the Empress Dowager and Emperor of China, have lately received a most earnestly worded memorial from His Highness Duke Tsai Tach, in which he strongly condemned the indolence, indifference and selfishness of the great majority of high officials serving the Crown. The people are ready and eager for reform, but as long as their officers above them manifest their usual selfish indifference there is no one to encourage the masses to try to better themselves, with the result that China is, at present, standing as it were on the edge of a precipice. The Duke further proceeded to denounce the members of the clique who are showing opposition to reform and the inauguration of parliamentary representation, declaring such men to be traitors and instruments of the destruction of their country. It is stated, says the writer of "Native Notes," that their Majesties were quite moved at the eloquence of the Duke, his Majesty the Emperor being especially pleased with the sentiments of his Highness.—Hong Kong Daily Press, September 5, 1906.

## Looking Back 50 Years.

The Courier of August 29 gives the following account of the recent gale at Shanghai:—Within the recollection of the typical "oldest inhabitant" it is but twice or thrice that Shanghai has been visited by such a hurricane and deluge as reigned here during the last forty-eight hours. Storms we have heard of in Southern China far surpassing in intensity the one which forms the subject of these remarks, but as a general rule the placid attitude of Shanghai and the surrounding districts have been singularly exempt from those violent visitations of rude Boreas in his more blustering mood. Sometimes the fringes of a typhoon has grazed over the mud flats of the Whangpoo and inflicted such trifling damage as usually accompanies a gale, but in the tempest of yesterday we have experienced an almost unprecedented amount of destruction by wind and rain.—Hong Kong Daily Press, September 5, 1901.



## MINOR MINISTERIAL APPOINTMENTS.

## CONSERVATIVE MINISTERS TOTAL FIFTY-ONE.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 3. The bulk of work in matters of detail which the crisis has thrust upon the shoulders of the Prime Minister is shown by the fact that the minor ministerial appointments have not been submitted to His Majesty the King personally in accordance with the usual custom.

His Majesty is at present at Balmoral, whither Mr. Ramsay MacDonald would normally have gone personally, to explain the reasons for the various appointments and to satisfy His Majesty of the ability of the new administrators. The task which the Premier is facing will, however, for a long time prevent him going further afield than Chequers.

For this reason, official despatches between London and Balmoral replaced the personal audience.

Some of the M.P.'s named in the list have actually been working in their departments since the beginning of the week.

The list of the remaining non-Cabinet Ministerial appointments was issued from No. 10, Downing Street to-day, disclosing that the posts have been filled practically entirely by Conservatives and Liberals.

The notable exception is the appointment of Mr. Ramsay MacDonald's son, Malcolm, as Under-Secretary of State for the Dominions.

Sir William Jowett retains the post of Attorney-General, but Sir Stafford Cripps has given up the position of Solicitor-General.

## Conservative Posts.

The Conservative "plums" include:

Major W. G. A. Ormsby-Gore, Under-Secretary for the Colonies in the last Baldwin Government, to be Postmaster-General.

Major G. C. Tryon, Minister of Pensions in the last Baldwin Government, to return to that office.

Captain Anthony Eden, formerly Sir Austen Chamberlain's Parliamentary Private Secretary, to be Under-Secretary of State for Foreign Affairs.

Sir Hilton Young, ex-Financial Secretary to the Treasury, to be in charge of the Department of Overseas Trade.

Sir Thomas Inskip, K.C., ex-Attorney-General, to become Solicitor-General.

Earl Stanhope to be Parliamentary Secretary to the Admiralty.

Sir Philip Sassoon, who has large interests in the Far East, to become Under-Secretary of State for Air, a position which he held in the last Conservative Administration.

## Liberal Posts.

The Liberals who have obtained Government posts include:

Sir Robert Hamilton, ex-Chief Justice of the East Africa Protectorate to be Under-Secretary of State for the Colonies.

Mr. P. J. Pybus, of the Power and Traction Finance Company, to be Minister of Transport.

Mr. H. Graham White, Assistant Postmaster-General.

Mr. Isaac Foot, Secretary for Mines.

Mr. Gwilym Lloyd George, son of the Liberal leader, to be Parliamentary Secretary to the Board of Trade.

The fifty Ministerial appointments of the National Government, including the members of the Cabinet, have been divided as follows:—Eight Labour members, eleven Liberals, and thirty-one Conservatives.

## Labourites Getting Cold Feet.

LONDON, Sept. 4. The Cabinet will not meet again before Monday afternoon, when it will put the finishing touches to the Parliamentary programme.

Mr. Ramsay MacDonald has left for Chequers where he is spending the week-end with a mass of detailed work and now there is no question of his going to Balmoral before the opening of Parliament to report personally to His Majesty on Government intentions, which have already been conveyed by despatch.

The precise line of action to be taken by the Labour Opposition is being closely guarded and inquiries regarding plans of their campaign are being discouraged.

It is apparent that among a certain number of labourites there is evidence of indecision and even nervousness at the prospect of being pilloried in the printed division list of the vote against the Government on Sept. 8, in consequence of which it is not unexpected that a large number may be found at Bristol attending the Trade Union Congress on Tuesday instead of Westminster, the result of which would be a "larger" Government majority than expected.

## Further Tobacco and Tea Tax?

Every tobacco firm in Britain has received official intimation restricting its clearance from bond. This seems to indicate the possibility

(Continued on next column.)

## CHILDREN BEFORE POLITICS.

## BARCELONA STRIKERS RECEIVE A SHOCK.

[THROUGH REUTER'S AGENCY.]

BARCELONA, Sept. 4. Making "Children before politics" their slogan hundreds of wives of the strikers have struck against their husbands, announcing to-day that they refuse to prepare for them meals till they return to work. The last straw was the discovery that gas supplies were running out and that a shortage of bread was likely.

There was further shooting this morning, Communists firing on the Police who returned the fire. One Communist was killed and two injured.

## Police Use Machine-guns.

BARCELONA, Sept. 4. Firing is going on throughout the town and the authorities are using machine-guns against the strikers, the streets are deserted as people have been shot at.

Two more ships have been commandeered for use as prisons.

## Strike Settled.

It is officially stated that the strike has been settled.

## Many Distressing Sights.

Later. The dramatic announcement of the settlement of the strike came while the streets were still reeling with the fumes of gunpowder. The reign of terror prevailed all over the morning, firing going on all over the city. The authorities using machine-guns against the strikers. The main streets including the Plaza Catalunya were deserted as any people showing themselves were fired on either by the strikers or by the police. Among the many distressing sights that were witnessed was that of women clinging to their menfolk and imploring them to go home to safety.

The authorities requisitioned private vehicles for the transportation of mobile columns to the more threatening spots, and several ships in the harbour were commandeered and used as prisons.

People arriving from Barcelona report that trenches have been dug across the roads.

that next week's emergency budget will include an increased tax.

Tea merchants are making heavy clearances from store in anticipation of new taxation.

Satisfaction in Government Circles.

[BRITISH WIRELESS SERVICE.]

RUGBY, Sept. 3. A Cabinet meeting this afternoon, which lasted for two hours, was devoted to the general business of the Government's proposals for dealing with the financial emergency. These proposals—both those relating to drastic economies in national expenditure and those concerned with the raising of necessary additional revenue—are now in the hands of the Government's draftsmen and everything is in train for the meeting of Parliament on Tuesday next.

There is considerable satisfaction in Government circles that matters are already so well advanced. The Cabinet will not meet again until Monday evening.

## Further Cabinet Meeting on Monday.

In the interval, the Ministers will be able to give undivided attention to their departmental duties for which the strenuous work of the Cabinet during the past few days has left them little time. In view of the enormous amount of business still requiring the attention of the Prime Minister, it is now regarded as unlikely that he will be able to make a week-end journey to Scotland to inform the King personally of the progress made.

At Monday's Cabinet, the Ministers will be in a position to make the final dispositions for the meeting of Parliament on Tuesday. It is probable that on the motion setting up a Committee of Ways and Means—which must be done to enable the Chancellor of the Exchequer to introduce his financial proposals either on Wednesday or Thursday—there will be a debate in which the Prime Minister, Mr. Ramsay MacDonald, Mr. Stanley Baldwin and Sir Herbert Samuel will speak for the Government and Mr. Arthur Henderson will reply.

Government Majority Expected.

A division will be taken as a vote of confidence and a Government majority of between 50 and 60 is expected.

It is generally anticipated that the Prime Minister will be in a challenging mood when he defends his action in forming the National Government before the House.

Arrangements are being made for the Chancellor of the Exchequer, Mr. Philip Snowden, to broadcast a talk on the Government's financial proposals after he has introduced the special budget in the Commons.

(Continued at foot of next column.)

## GERMAN LINER AGROUND.

## PASSENGERS AND CREW TAKE TO LIFE-BOATS.

[THROUGH REUTER'S AGENCY.]

SEOUL, Sept. 4. It is reported that a German steamer, believed to be the Burgeland, ran aground in the vicinity of Fukuoka island, off Korea, this afternoon on her way to Nagoya from Tsingtao. The ship is badly leaking and the 25 passengers and crew of 60 have taken to the life-boats.

The O.S.K. liner Baikal Maru is hurrying to the scene.

## DISARMAMENT CONFERENCE.

## JAPANESE DELEGATES APPOINTED.

[KYO MIN NEWS AGENCY.]

TOKYO, Sept. 4. Following the decision that Mr. Matsudaira be head of the delegation to the Disarmament Conference the Cabinet has decided to appoint Mr. Sato, Ambassador to Belgium, as chief Foreign Office delegate, Lieut.-General Iwano Matsui chief Army delegate and Vice-Admiral Shushin Nagano head of the Naval Delegation.

Earlier News of Withdrawal.

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An attempt will also probably be made on the world speed record, set up after the last race by Squadron Leader Orlin.

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The determination, and the efficient and harmonious co-operation shown by the Cabinet in the manner in which it has gone to work on producing plans for dealing with the crisis has, according to Press comment, gone a long way to restore confidence throughout the country. The announcement that the proposals were completed last night was followed by an improved tone to-day in the stock markets, the outstanding feature being the strength of British Funds.

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## SCHNEIDER TROPHY SURPRISE.

## ITALY AND FRANCE MAY COMPETE.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 4. Another surprise in connection with the Schneider Trophy Race was sprung this morning, when it was learned that France and Italy, after receiving intimation that the race could not be postponed, telegraphed at midnight the names of pilots nominated in their teams. This is considered by well-informed circles to mean that both countries may reconsider the whole question of their participation.

The Italians are Major Casinelli, Lieutenants Scapinelli, Neri, Bellini and Sergeant-Major Agello.

The French pilots are Captain Sadi Lecoq, Lieutenant Assolant and Captain Vernhol. Reserves: Lieutenant Retourna and Sergeants Baillet and Dumas.

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## JAPANESE CAPTAIN MURDERED?

## POSSIBILITY OF SERIOUS DEVELOPMENTS.

[THROUGH REUTER'S AGENCY.]

TOKYO, Sept. 4. There are indications that the militarists and others are becoming increasingly incensed at the series of Sino-Japanese incidents, and particularly at the Chinese attitude towards the alleged murder of Captain Nakamura in Manchuria recently.

According to the evening vernacular papers they are now demanding strong action if the Chinese fail to give satisfaction promptly.

It is noteworthy that several army hands are reported to have been openly addressing the officers both on the active and reserve lists, warning them of the possibility of developments in Manchuria and Mongolia, and urging the necessity of preparedness owing to the growing seriousness of the situation.

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# Sports News

## MACAO RACES.

### GOOD PATRONAGE FROM HONG KONG EXPECTED. SOME SELECTIONS FOR PUNTERS.

[By "MORNING DEW"]

The Macao Jockey Club will be holding its Inaugural Race Meeting to-morrow and from present indications it appears that a very large crowd of local "fans" will be there to see the sport. I understand that steamship accommodation is fully booked up and no doubt there will be many who will make the trip across this afternoon.

Practically all the Hong Kong jockeys will be riding and although the entries are not heavy in certain events, yet there is promise of some very thrilling races.

The principal race on the card appears to be the Inaugural Plate over a mile and a quarter, in which there are six entries. Of these, City Hall is fancied in some quarters, but Young Pretender is looking fit at the moment and should make a good thing of this race. Fecalliti, it is feared, may not like the distance. Roosan may upset calculation, to be a pony which does not like the last bit of a race and for this reason may disappoint.

The programme opens with a race for Volanteers in which Macnamara's Red Leaves appears to have a good chance. Foxrot and Demurrer are others which might figure prominently over this race for five furlongs.

As You Like It might show a flash of winning form in the second race, though Arctic Eve, Bay of Bellingham and Celerity are all likely to give him a good race. Sunloch appears to have been let off rather lightly at 149 pounds, and, if he is well mounted, might bring off a big dividend.

For the fourth race, Wise Stag appears to be the pick of the entries. Empress Hall looks a good thing in the fifth and Mindoro appears to have no rival in the sixth. Sonny Boy at 140 pounds must be watched as he is liable to do a lot of mischief to the favourites if he is in the mood to run.

For the last race Thunderous Stag appears to have the best chance in spite of the penalty of 165 pounds.

### SELECTIONS.

#### Race 1.

Red Leaves.  
Demurrer.  
Foxrot.

#### Race 2.

As You Like It.  
Bay of Bellingham II.  
Celerity.

#### Race 3.

City Hall.  
Young Pretender.  
Picenilli.

#### Race 4.

Wise Stag.  
Crem Cracker.  
Mongolian Stag.

#### Race 5.

Empress Hall.  
Jadestone.  
Acacia Leaf.

#### Race 6.

Mindoro.  
Silver Key.  
Sonny Boy.

#### Race 7.

Thunderous Stag.  
Choctaw II.  
Happy Day.

The pari-mutuel and cash sweeps are all so with the exception of the sweep for the fifth race which is \$10. Besides "fans" from Hong Kong there is sure to be a large attendance from Macao, as the admittance to the public enclosure is only twenty cents. The "pari" and the sweeps promise to be well patronised.

The s.s. Tanishan is due to arrive in Macao on Sunday morning at about noon and "buses" will meet the steamer. The s.s. Venezia is also making a special run to accommodate racegoers.

### FANLING GOLF.

#### STARTING TIMES FOR TO-MORROW.

9.20 a.m.	A. D. Humphreys and O. Eager.
9.24 "	H. W. Dulle and G. T. May.
9.28 "	A. Reid and D. J. Gilmore.
9.32 "	Dr. J. McElroy and J. R. Collis.
9.36 "	A. Leach and D. S. Robb.
9.40 "	A. C. Bowker and W. N. Bayly.
9.44 "	A. O. Brown and W. R. Vallance.
9.48 "	T. R. Chassels and R. C. Law.
9.52 "	Dr. C. H. Burton and J. R. Hinton.
9.56 "	G. W. Reeve and O. Bond.
10.23 "	Capt. Anderson and J. Grimble.
10.33 "	I. H. Geare and B. O. Priestley.

## HOME FOOTBALL.

### ENGLISH AND SCOTTISH LEAGUES.

#### TO-DAY'S PROGRAMME.

The following are the fixtures for to-day in the English League and Division I. of the Scottish League:

#### ENGLISH LEAGUE.

Division I.	
Birmingham	Arsenal.
Chelsea	Huddersfield.
Dorby	Sheffield U.
Grimsby	Newcastle.
Leicester	Manchester C.
Liverpool	Aston Villa.
Portsmouth	Blackburn.
Wednesday	Bolton.
Sunderland	Everton.
West Brom.	Blackpool.
West Ham	Middlesbro'
Division II.	
Bradford C.	Notts C.
Burnley	Stoke.
Bury	Oldham.
Chesterfield	Charlton.
Leeds U.	Barnsley.
Manchester U.	Swansea.
Millwall	Plymouth.
Notts Forest	Wolves.
Port Vale	Bristol C.
Preston N.E.	Southampton.
Tottenham	Bradford.
Division III. (South).	
Bristol R.	Crystal P.
Cardiff	Reading.
Clapton O.	Mansfield.
Coventry	Thames.
Exeter	Brentford.
Gillingham	Fulham.
Luton	Southend.
Norwich	Northampton.
Queen's P.R.	Bournemouth.
Swindon	Brighton.
Torquay	Watford.
Division III. (North).	
Accrington	Doncaster.
Carlisle	Crewe.
Darlington	Chester.
Gateshead	Barrow.
Halifax	Lincoln.
Rotherham	York.
Stockport	Southport.
Tranmere	New Brighton.
Walsall	Hull.
Wigan	Hartlepool.
Wrexham	Rochdale.

#### SCOTTISH LEAGUE.

Aberdeen	Dundee.
Clyde	Partick.
Dundee U.	Cowdenbeath.
Falkirk	Airdrie.
Hamilton	Motherwell.
Kilmarnock	St. Mirren.
Leith	Hearts.
Morton	Third Lanark.
Queen's Park	Ayr.
Rangers	Celtic.

#### LEAGUE RESULT.

#### SOUTHERN DIVISION TEAMS DRAW.

[THROUGH REUTER'S AGENCY.]

London, Sept. 3. Playing in the Third Division (South) of the English League to-day, Thames, the home team, held Brentford to a draw, each side scoring one goal.

### LAWN BOWLS.

#### TO-DAY'S FIXTURES IN THE LEAGUE.

A senior game in the lawn bowls League, which will complete the season's fixtures in that section, and three junior games are included in the programme for to-day. These fixtures were on the programme last week when they had to be postponed owing to rain, and weather indications at time of writing point to further interference with the completion of the season.

Weather permitting, the Kowloon C.C. and the Police will play their Spey Royal Cup match to-day on the Club de Recreio ground. The winner of this tie will contest with Kowloon Dock the right to enter the final.

The following are the League fixtures:

Division I.	
Civil Service v. Craigiegowrie.	
Division II.	
Electric R.C. v. Recreio.	
Kowloon C.C. v. Tai Koo.	
Yacht Club v. Craigiegowrie.	

## HOME RACING

### Notes and News

OUR HOME RACING CORRESPONDENT.

#### THE ST. LEGER.

The St. Leger Call-over at the Victoria Club on September 3. Reuter cables, was as follows:—

6/5	Cameronian (taken and offered).
7/2	Orpen (t. and o.).
8/1	Sandwich (offered).
10/1	Goyescas (o.).
100/9	Salaam (o.).
100/8	Sir Andrew (o.).
20/1	Inglesant (offered).
40/1	Suez (o.).

Birthday Book, Convey, and Khorshed are not mentioned in the cable, although according to a telegram on September 2, they were final acceptors.

Possibly information regarding the running of the above horses this season may prove of some value to the readers of these notes. All are colts with the exception of two fillies, Salaam and Suez.

Cameronian (Pharos—Una Cameron).

Won the 2,000 Guineas over 1 mile from Goyescas and Orpen. 2 Lengths. 2 Lengths. Time: 1/38. 2/5 against record of 1/38.4/5. Going fairly good. Sandwich was 4th.

Won the Derby over 1 1/4 miles from Orpen and Sandwich. 4 Lengths. 4 Lengths. Time: 2/36.3/5. Firm going. Sir Andrew was in the last eight.

Won the St. James Palace Stakes at Ascot over 1 mile from Trinidad and Portlaw. 3 Lengths. 3 Lengths. Time: 1/45. Against record of 1/34.4/5. Good going.

Note.—Times, with the exception of the Guineas, are not very good, however, Cameronian has shown that he possesses speed and stamina. These are his only outcings since the Guineas but there is nothing to prove his ability over the distance.

at Doncaster, namely, 1 mile 6 furlongs and 132 yards, 572 yards further than the Derby distance.

Orpen (Solario—Harpy).

Was 3rd in the 2,000 Guineas to Goyescas and Cameronian.

Ran 2nd in the Derby to Cameronian, beaten by 1 length with Sandwich a further 1 length away. Goyescas was fourth.

With 6st. 5 lbs. won the Hardwicke Stakes over 1 1/4 miles at Ascot, from Roca on Soleil (8.6) and Armagnac (7.12). 2 Lengths. 4 Lengths. Time: 2/38.3/5. Good going.

With 6st. 7 lbs. won St. George Stakes at Liverpool over 1 mile and 5 furlongs from Khorshed (7.11) and Royal Pilgrim (7.11). 3 Lengths. 3 Lengths. Time: 2/34.4/5. Neck. 3 Lengths.

Note.—The latter a good performance in giving so much weight away; this, coupled with consistency during the season, shows the ability of Orpen to stay the Leger distance.

Goyescas (Gainsborough—Zariba).

Was 2nd in the 2,000 Guineas over a mile, 2 lengths behind Cameronian and 3 lengths in front of Orpen. This after a bad start and the loss of several lengths.

4th in the Newmarket Stakes over 1 1/4 miles won by Sir Andrew at level weights. Link Boy and Revellion filled 2nd and 3rd places. 1 length. A Head.

Was 4th in the Derby to Cameronian, Orpen and Sandwich.

2nd in the Eclipse Stakes over 1 1/4 miles to Cameronian (8.4), with Sand which filling 3rd. Place. Goyescas (8.9) and Sandwich (8.9). 3 Lengths. 2 Lengths. Time: 2/14.2/5. Good going.

Was 6th carrying 7st. 13 lbs.

Note.—Goyescas undoubtedly is as speedy as any horse in the race, and is bred to stay, nevertheless over the Guineas mile he did considerably better than the Derby distance of 1 1/4 miles. His Eclipse effort was excellent but this is a race for speed rather than stamina and he seems to be faster than Sandwich. The Leger distance may be too much. It is said that he finishes the final effort and has a bad habit of racing with his head in the air. Cameronian imitates one with more confidence, yet Goyescas can be but little behind the former or Orpen.

At 10/1 he strikes me as the best each way bet in the race.

Sandwich (Bansavino—Waffles).

Finished nowhere in the Guineas, but went on with 7st. 6 lbs. to win the Chester Vase over 1 1/4 miles by 1 1/2 lengths from Pickpocket (7.6) and Birthday Book (7.6).

Further improvement was shown in the Derby, when he finished 3rd after a rough passage.

He then went on with 8st. 10 lbs. to win the King Edward VII. Stakes over 1 1/4 miles at Ascot from Khorshed (8.3) and Apperley (8.10). 1 1/2 Lengths. 4 Lengths.

Sandwich ran 3rd in the Eclipse Stakes behind Cameronian, a four-year-old, and Goyescas. He was 2 lengths behind the latter running at level weights.

Note.—Sandwich undoubtedly has shown his ability to stay but if anything he seems possibly a little deficient in speed. He does not ap-

pear to have the beating of Orpen as the latter gave 24 lbs. to Khorshed and beat him a neck at Liverpool over 1 mile 5 furlongs, while over 1 1/4 miles at Ascot, Sandwich conceding 7 lbs. to Khorshed, only won by 1 1/2 lengths.

He must have a good "place" chance, but I cannot believe that he can win.

Sir Andrew (Sir Gallahad III.—Gravitate).

Did not run in the 2,000 Guineas but won the Newmarket Stakes over 1 1/4 miles from Link Boy and Revellion. Goyescas in this race was 4th. All carried 8 stone.

He ran absolutely nowhere in the Derby, but at Ascot in the Prince of Wales Stakes over 1 mile 5 furlongs, and carrying 8st. 1 lb., he beat Crome Bruce (8.3) and Armagnac (8.13).

Note.—Sir Andrew seems to be best over a distance, the Leger should suit him and he appears to have a fair chance of a place.

Salaam (Filly) (Papyrus—Tranquil).

Ran once only as a two-year-old, and did not race again until the Eclipse in which she finished 6th.

As Lord Derby, who owns her, won with Cameronian probably she was just sent out for an exercise gallop.

She went on to win the valuable Grattwick Produce Stakes at Goodwood over 1 1/4 miles from Cap Finistore and Pickpocket. It was a fairly easy win by two lengths and although she was not up against formidable opposition she showed courage and ability to stay.

Note.—It must not be forgotten that her site won the Derby and her dam the Leger in the same year, the stable is in good form, and her price has dropped very considerably.

Inglesant (Gay Crusader—Polite).

Ran once only as a two-year-old and did not race in this year's Classics owing to knee trouble.

Inglesant came into considerable prominence recently at Goodwood, by winning the Sussex Stakes, carrying 8st. 5 lbs. over 1 mile from Diplomat (8.5) and Trinidad (8.3). 2 Lengths. 8. Head.

Note.—This horse is a good one undoubtedly, and at 23-1, here I feel is the best long shot in the race.

Suez (Filly) (Bred in France).

This filly has been disappointing. She was 9th in the 1,000 Guineas. 4th in the Haverhill Stakes over 1 mile 1 furlong, and 10th in the Oaks. In the latter she was pace-maker for a mile.

She came into prominence at Goodwood in the Nassau Stakes, a race for three-year-old fillies over 1 1/4 miles, in which with 8st. 10 lbs., she beat Lindos Ojos (9.1) and Sunny Devon (8.8). 3 Lengths. 3 Lengths.

Note.—To beat these two good fillies, and so convincingly, was a performance of merit, but we have nothing to show her ability to stay the Leger distance.

Birthday Book (Son-in-Law—Short Story).

Ran neither in the 2,000 Guineas nor the Derby, and has shown no form to warrant a chance in this race.

Was 6th in the Grattwick Produce Stakes over 1 1/4 miles won by Salaam, and with 8st. 9 lbs. was 3rd in the Knowsley Dinner Stakes over 1 1/4 miles to Rose on Soleil (9.0) and Zane Grey (7.1). In the latter race

(Continued on next Column.)

## COMING INTERPORT.

### SOME DATES AND DETAILS.

#### THE SELECTION COMMITTEE APPOINTED.

[By R. ABBIT.]

Owing to the excellent rain we have had this summer, which has closed the ground on more occasions than usual, the Cricket Ground is looking in very good shape, with lots of grass all over it, in spite of the claims of mowing and the consequent wear and tear. But the Committee are not letting any grass grow under their feet in dealing with the forthcoming Interport Match with Shanghai. Now-a-days there are Interports galore but the Cricket Interport was the first of them, and reigned alone for many years. I do not deny the others. It is an excellent thing that we should meet Shanghai in as many branches of sports as possible. But I instance the antiquity of the Cricket Match as an excuse for affording it so much emphasis in my Notes.

#### Dates and Details.

By the courtesy of the H.K.C.C. Committee I am able to announce that the Shanghai Team are due to arrive here on November 12, a Thursday. Friday will be devoted to practice, and the Inter-

(Continued on next Column.)

Sir Andrew was 4th but had to shoulder 9st. 4 lbs.

Khorshed (Solario—Mont d'Or).

Did not run in 2,000 Guineas or Derby, and has not shown exceptional ability.

Khorshed is owned by the Aga Khan, whose horses seem to be out of form this season.

He ran Sandwich to 1 1/4 lengths in the King Edward VII. Stakes over 1 1/4 miles at Ascot, receiving 7 lbs. Orpen gave him 24 lbs. and a neck beating in the St. George Stakes at Liverpool over 1 mile 5 furlongs.

Convey (Olivarius—Gay Ursa).

Ran neither in the Guineas nor Derby, and the only outstanding performance I can trace, was a win at Kempton at the beginning of May in the Prince of Wales Stakes over 1 1/4 miles. Convey (7.10) beat Abbotts Worby (7.5) by a length, with Vamos (7.2) 1 1/2 lengths further away.

Conclusion.

Birthday Book, Khorshed, and Convey may not run, they are not mentioned in the betting but possibly because they are offered at long odds.

It looks like a race between Cameronian and Orpen, and the fact that the former is now offered at 6/5, is proof of the confidence in this horse. Nevertheless it must be remembered that the bookies have had a bad year and are not giving much away and furthermore Cameronian is a very popular horse to-day with the public.

I think there is little in it between these two horses and possibly Orpen will appreciate the extra distance rather than Cameronian.

As a betting proposition Sandwich and Goyescas seem to make most appeal, that is as "Each Way" propositions. I feel almost convinced that the former lacks the speed of Cameronian, Goyescas, and Orpen, but against this he has the stamina which in the end may win this race. Goyescas is an uncertain quantity, and I feel that the distance may just beat him on the other hand I have felt all along that perhaps this is the race in which he will show his very best.

And so my personal feeling is in Goyescas each way, and for an outsider Inglesant win and place.

port Match will, weather permitting, take place on Saturday, Monday and Tuesday, November 14, 15 and 17. The team is due to leave again by the Empress on Friday, November 20, so there will be two days free. At present no definite arrangements are being made. The usual games played are between the Visitors and the United Services, and the Kowloon Cricket Club. Of course, the Interport itself may not last until Tuesday, but as we usually draw pretty early, either at five or five-thirty, I rather expect it will. A couple of one-day matches would be rather farcical. It seems to me that it will be up to the Services to show that they have claims to a game first. The Navy are at present very badly off for talent, unless some new appointments have improved the position of last year. There is a lot of good cricket in the Army, but it seems very difficult to get it together. I shall never forget listening to Bobby Maxwell's tales of disappointment when he was running an Army side that ought to have wiped the floor with anything in Hong Kong—but didn't. No one will be better pleased than I to see the Services with red-hot teams, as otherwise the old-established Christmas, New Year and China New Year Games are spoilt. But if things do not go well, I should rather see the K.C.C. have the two days. (The object of all this really is to get someone wild enough to dig out and prove I am wrong. There's plenty of Cricket there, but organisation is wanted.) But I digress.

The Selection Committee.

Messrs. Richard Hancock, E. B. Reed, H. Owen Hughes and A. C. Bowker have been asked to serve upon the Selection Committee, though I understand no replies have been received as yet. I do not propose to discuss it in any way until I begin my regular Friday articles on the 25th of this month, save to say that this must be the first time for over twenty years that Mr. T. E. Pearce has not served. His judgment cannot easily be spared, but I understand he does not wish to serve, so there's no more to be said. Letters are being sent to the various Club Secretaries asking them to return lists of the players their Clubs recommend for trial at the Interport Notes. These will start on October 5.

Probables.


No doubt all keen cricketers have got a list of probable Interports in their minds. I do not propose to discuss this at all until September 14, enough ink will leak from fountain pens in all conscience, without starting in bit earlier. If, however, any of my readers like to favour me with their views, or with any queries, I shall be glad to discuss the points or suggestion raised in their letters. The great trouble here is that though people are ready enough to criticize our articles, and say what a Ming Cover point is, or wonder how R. Abbit ever got out of that establishment up the hill from the G.O.H., they never trouble to try and point out intelligently (we don't mind inviting you to use to it) why we are such mugs. Then we can argue the matter, quietly, and incidentally stick the Editor for another column or so.

Our Visitors.

I have heard that in all probability Donald Leach is skipping the side. Mansell-Smith will probably come. He turns them from the off and on a bumping wicket he can be very deadly. It is about fear, or maybe six years since he was down here last. Inasmuch as his leg theory are coming—and a new wicket-keeper called Coward who is reputed to be the best stumper Shanghai has had since the War. All the same we shall be horribly disappointed if our Barney doesn't come. He definitely is wanted for vocal duties with Donald. I hear too, Keriani is likely to come. I fancy he played Second League Cricket here, for the University, but came on with a tremendous rush and headed the batting averages in his division. He is a useful stumper as well. Beyond this I have no news.

R. ABBIT.

(Continued on next Column.)




# Haig

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## CHURCH NOTICES.

## ST. JOHN'S CATHEDRAL,

HONG KONG.

SEPTEMBER 6, 1931, 14th Sunday after Trinity.  
Holy Communion at 8 a.m.  
Holy Communion (Peak Church) at 8 a.m.  
Children's Service at 10 a.m.  
Choral Evensong at 6 p.m.  
Fraser—Rev. H. V. Koop.  
Evensong at 6 p.m.  
Fraser—Rev. G. T. Waldegrave, Chaplain, Mission to Seamen.

## FIRST CHURCH OF CHRIST, SCIENTIST.

(Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.)

MACDONALD ROAD, BELOW BOWEN ROAD TRAM STATION.

SUNDAY SERVICE, September 6, 1931, at 11.15 a.m.

Subject:—MAN.

The Sunday School is held on Sunday Mornings at 10 o'clock.

Wednesday Evening Meeting at 8.30 p.m.  
Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 Noon. Monday and Thursday 3.30 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room.

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## WIDOW FOUND DEAD IN HOUSE.

## FOUL PLAY RULID OUT.

Mrs. Alice Fittion (65), a widow, of Velvet Walk, Chapel Alley, Bolton, was found dead in her house after a door had been forced open. Mrs. Fittion, who lived alone on the ground floor of a tenement, had not been seen by neighbours since the previous afternoon. When police officers broke open the door yesterday they found the body of Mrs. Fittion in a crouching position over a chair. There was a deep wound on her forehead.

After a searching investigation the police have ruled out the question of foul play. They believe that the woman had a seizure, and in falling struck her head on a sharp object. She then apparently struggled to the door, but before she was able to open the door. Her husband died a week ago.

tively. South China Enterprises are nominal at \$13, and Construction (Cable Rights) after being in request at \$14 are now nominal at \$13. The rights are wanted at \$1. G. S. Bonds are in request at 72 per cent, and Government Loan is at a nominal quotation of \$24 premium.

Cotton Mills—There has been a slight falling off in the demand for Cotton shares, and the rates show changes from last week. Rates which had been in demand at the outset, changed hands in fair-sized quantities at \$14.15, but at the close buyers only offered \$14.10, with sellers asking \$14.20.

## HONG KONG STOCK EXCHANGE.

## WEEKLY SHARE REPORT.

## OFFICIAL CLOSING QUOTATIONS.

Hong Kong, Sept. 4.—Throughout the past week business has been fairly brisk. Attention has been concentrated on China Lights, Trams, Electric, Hotels and Providents, also Humphreys, all of the foregoing experiencing sharp rises, and at the close the demand appears to be unsatisfied, although in some cases rates have not closed at their best. During the last session the market was steady with a fair amount of business passing, when the break in the first-named stock down to \$294 was almost sensational.

Banks.—Hong Kong and Shanghai Banks have receded in London to \$100 (Middle), but were dealt in locally at \$2.04, and close in demand at \$2.03.

Insurance.—There has been some activity in this market since our last report. Unions were bid up to \$350, at which figure sales were also effected, but the demand continues at \$357. Underwriters, which came in for attention early in the week at \$6.05, improved to \$6.15, with business done at \$6.20. Other lines call for little comment.

Shipping.—Douglases at \$34 have remained inactive. Steamboats are still in demand at \$24.

Mining.—Benguet at \$11.25 are still wanted, with no transactions to report. Shells (Bearer) have further receded to a nominal quotation of 39/4. Rauba remains at \$41 nominal, and Venezuelan Goldfields can be obtained at \$24.

Docks, Wharves, Godowns, Etc.—Kowloon Wharves have strengthened and were placed at \$164. Whampoa Docks have continued neglected throughout the week at \$28 nominal. Providents (old), which have been a popular counter, have sustained their firmness of a week ago, business being done as high as \$9.70 cash, and corresponding rates for forward.

The new shares have been equally popular, and at the close were wanted at \$1.15, after sales having been put through to \$3.20.

Lands, Hotels and Buildings.—Hong Kong and Shanghai Hotels (old), after a short period of quietness, were the medium of numerous transactions at \$17.35 and \$17.45. At the close the market is a little easier with buyers at \$17.20. The new shares were largely dealt in at \$16.00, with sellers now asking \$16.60, and no buyers in evidence.

Hong Kong Lands, from being easier last week, have come into favour, shares being wanted at \$911 after sales having been done to-day (Friday) at \$912. Humphreys' Estates (old) on going to press came into demand at the improved rate of \$221, with sales having been put through at this rate.

The new shares are also in demand at \$921. Hong Kong Realities, which have recovered their interim dividend of 20 cents, are now in firm demand at \$17.60, but there are sellers offering shares at \$17.80.

Public Utilities.—China Lights continued their spectacular rise, business having been done as high as \$32.10 cash, with forward transactions proportionately in large quantities. At the close, however, there has been a distinct setback, and there are now buyers at only \$32.40, after sales at \$32.45 and \$32.60, and sellers in the market at the latter. H.K. Electric, which firmed up and were taken off the market last week at \$511, were done at \$512 at the close, and there are further buyers at \$513. Hong Kong Trams have been in strong demand during the latter part of the period, and shares changed hands at \$90, with buyers offering \$92.85 this morning (Friday). Peak Trams (old) are still in request at \$14.60, with few shares appearing. Star Ferries, which were enquired for frequently, at the close were negotiated at \$95, and there are now buyers at \$94. Telephones (fully paid) early on were in demand at \$46, but have now receded to the nominal quotation mentioned. The part-paid shares were done at \$95 and \$95.30, and at closing are wanted at \$94. Canton Ice, which were quiet during the early part of the week, came in for a little attention at closing, and have buyers offering \$8.10. Cements (combined) have been done on a moderate scale at \$201, and close in demand at this rate. Boppers have continued in favour and are wanted at \$22.30, after a few parcels changing hands at \$22.35 and \$22.50.

Stores, Etc.—Dairy Farms are at the moment in strong demand at \$32.85, after sales at that figure. Watsons have steadily advanced from \$171 to \$181, at which latter rate they are now nominal. Lane, Crawfords have proved more interesting than during the previous period, and the old shares have been enquired for at \$8.10, and the new shares at \$7.00, with little business to report.

MacIntoshes showed an advance to \$16, which is now the nominal quotation. Amusements (old) are nominal at \$301, as are Entertainment, old and new, at \$15, respectively.

(Continued on previous column.)

## FLOOD WATERS DEVASTATE NORTH KIANGSU.

## OVER TWO HUNDRED THOUSAND PERISH ALONG GRAND CANAL BANKS.

## MILLIONS MADE DESTITUTE.

## YANGCHOW RESIDENT TELLS HOW DYKES WERE CARRIED AWAY.

Nanking, August 30.—Owing to the lack of efficient communication facilities, details of the recent disastrous floods in the densely populated districts along the Grand Canal north of Yangchow have only just reached the capital, says the North China Daily News.

A message from General Chiang Kai-shek, high commissioner for the suppression of banditry in north Kiangsu, quotes reports stating that from 200,000 to 300,000 persons were drowned following the collapse of 15 sections of the Grand Canal dykes on the night of August 25.

Eight miles along the Grand Canal are under water. Several millions of people are destitute and many of them are clinging to roof-tops and the tops of city walls waiting for help.

Kaoyu, a city of half a million inhabitants, and Shaochai (Shao) suffered worst. About 140 feet of the Canal Dyke at Shaochai were washed away.

## HUNDREDS OF MILES UNDER WATER.

## TERRIBLE CONDITIONS IN AREA ABOVE YANGCHOW.

Conditions above Yangchow must be every whit as bad as they were in Hankow. For about 200 miles to the East, the whole countryside is under water, reaching almost to the sea. Thousands of peasants and farmers have had everything they possessed swept away. Swarms of them are now huddled on the top of the crumbling banks of the Grand Canal, depending for their food upon whatever can be brought to them in boats from Yangchow.

This description of the havoc wrought by the swollen Grand Canal was given yesterday by a foreigner who has been residing for years in the great city, near the junction of the old water highway to Peking and the Yangtze River.

"One of the cities worst affected is Shaochai, opposite which the left bank of the canal cuts a large lake off from the canal itself. The bank along this section is old, having been erected in the last dynasty and being sadly in need of repairs. The heavy rains caused that lake to rise, putting a strain on the old dyke that it was unable to bear.

The dyke gave way and the whole weight of the water was hurled against the right bank of the canal above the city, which also burst and let the waters through into the city. Hundreds must have been drowned before they could get away."

## Higher Than Country.

The right bank of the canal, it was explained, was higher than the surrounding country, towering above the houses and famous temples it used to shelter. The result of its giving way must have meant that all of the houses in that area were under water, some of them even over the roofs. Owing to the extent of the district protected by the right bank its collapse meant the loss of countless lives, since the waters could sweep over miles of country with little hindrance.

Owing to differences among town folk it was impossible to use precautions which had been devised to meet any flooding in the Grand Canal, he stated. Above Yangchow there had been cut a canal, banked off from the Grand Canal itself, which might have been opened to carry off some of the surplus water.

This emergency channel, which led towards the town of Taichow, was, however, guarded by inhabitants of the latter city, who feared that its being opened to the overflow of the Grand Canal would mean serious floods in their district. The Taichow inhabitants guarded the bank it was imperative to break down to make use of the emergency channel and were prepared to fight, if necessary, to prevent any attempt to cut through and relieve the pressure of water at Shaochai.

## Huge Area Affected.

The bursting of the dyke above Shaochai owing to the fact that the pressure there could not be relieved inundated hundreds of square miles, including the Taichow area. Up to the bursting of the dyke the floods in that district had been of a minor nature, but with the water from the Shaochai lake and the Grand Canal itself released, the whole district must have been devastated, with houses just showing their roofs above the deluge.

Many of the men and women in the district come to Shanghai frequently and there are numbers who have found employment in houses, mills, and factories here. Their homes will have been wiped out and how their relatives have fared they will only know when a boat has been called among the thousands who are clinging to higher pieces of ground and the loss of the dykes remaining.

Many refugees from the stricken areas have fled into Yangchow, where native benevolent societies have been doing what they can for them. There is, however, indescribable misery and suffering among them, and assistance is urgently needed.

## REFUGEES POUR INTO YANGCHOW.

## FURTHER COLLAPSE OF DYKES THREATENED.

CHUNKING, Aug. 30.

Flood survivors from the two submerged cities, Kaoyu and Shaochai, in north Kiangsu are pouring into Yangchow. More boats and relief supplies are being rushed to the ill-fated cities to-day.

Reports received at the provincial capital to-day state that the Hwai-an district is in imminent danger of inundation consequent on the collapse of the dykes in Kaoyu.

General Chu Ching-lan, the well-known relief worker, arrived from Shanghai this morning and is leaving for Kaoyu and Shaochai immediately to inspect the flood conditions.

The Provincial Government has issued an appeal to the nation for contributions towards the relief of the flood sufferers in Kiangsu. It has issued a circular order to the entire body of provincial officials urging extreme vigilance to prevent the spreading of the disaster.

## OFFICIAL STATISTICS OF FLOOD DISASTER.

## COMMUNIST THREAT.

## REDS DELIBERATELY DESTROY DYKES.

Hankow, August 30.—The first official statistics describing the great flood disaster were issued here to-day. The Bureau of Public safety declares that 163,000 houses in the Wuhan area are submerged.

In this district alone, the report says, the flood has affected 762,000 people. Of these almost 62 per cent have been rendered destitute and homeless.

The report makes no mention of casualties.

Local officials to-day conferred aboard the gunboat Yangshui with General Chiang Kai-shek, the Chairman of the Nanking Government, who is here on a tour of inspection.

They told the Generalissimo that 45 Hupeh districts are still inundated and that 10,000,000 people are homeless and awaiting relief. Countless numbers of farmers and their families perished when the floods devastated Yangshui, Taiyeh, Yungmeng, Aechang and Hankow.

In the Hankow district it is estimated that 300,000,000 will be needed in one month to save the flood sufferers.

## Treasury Empty.

"The Hupeh provincial treasury is entirely empty," General Chiang Kai-shek was informed. "There is little help in the form of local contributions. They are like trying to extinguish a conflagration with a cup of water."

The river continues to fall steadily. It has dropped exactly one foot since August 20, the day the water level off Hankow reached an official high record level of 53 feet, 4 inches.

In discussing the problem to-day General Chiang Kai-shek said that the Government will carry out dredging operations off Hankow as speedily as possible.

General Chiang Kai-shek has declared himself to be astonished at the extent of the disaster. He announced he has arranged with the Central Bank of China in Shanghai for a loan of Mexi \$500,000 for the local native banks in an attempt to prevent a total financial collapse.

Continued showers during the last few days have added to the suffering of the homeless and hungry. Estimates by foreign experts here show that it will be necessary to construct 5,000 miles of new dykes before the flood menace can be declared to be over. These must extend along the 1,500 miles of the river which are open to steam navigation.

Danger From Reds.

The Communist menace is by no means abating. Reports from up the river declare that Communist armies have deliberately cut dykes for the purpose of swamping the headquarters of pursuing Government troops. As a result, it is stated, 30,000 Communist villagers were drowned when the waters got beyond control.

All vessels leaving Hankow are overcrowded with refugees who are being granted transportation by the native guilds. One ship alone contained 7,000 destitute persons packed even in the cargo holds.

Foreign firms have surrendered their godowns in a number of instances. One foreign-owned godown is sheltering 10,000 refugees, including the entire personnel of a district police station. The police volunteered to keep order in this refugee community if they were granted accommodations.

Messages of sympathy are being played up conspicuously in the handbills of the "Hankow Herald" and the "Central China Post."

## DOES YOUR FOOD CAUSE DISTRESS?

If so, it simply proves that dangerous acid is attacking your delicate stomach lining and is preventing proper digestion. This being so, your meals must fail to nourish you, and you run serious risk of ill-health and cruel pain. If you neglect this early warning of oncoming dyspepsia, you must not be surprised to find yourself getting old and feeble years before your time. Rid yourself of the menace—take "Bismarck" Magnesia, the one sure remedy, used and recommended by doctors, hospitals and public alike. "Bismarck" Magnesia neutralises the harmful acid the instant it enters the stomach; it stops all trace of fermentation, gas and pain immediately. Try it! Get a package (either powder or tablets) from your chemist to-day; but be quite sure you get what you ask for. Better see the trade-mark "Bismarck" on the wrapper—then you'll know you've got something that positively MUST do you good.

## ARMY HARBOUR RACE.

## LAST YEAR'S WINNER AGAIN FIRST.

There were 74 competitors for the Army harbour swim, which was decided on Thursday, and all but two of the swimmers kept in the procession from the Kowloon railway pier to the seawall near the Victoria Recreation Club.

Gunner Forrester, who won the event last year, repeated his success, being strongly challenged by Sapper Evans, who finished ten yards behind the winner.

The following were the results: Gunner Forrester (R.A.) 1 Sapper Evans (R.E.) 2 Sapper Jamieson (A & S.H.) 3 Pte Campbell (S.V.B.) 4

Times: 31 mins. 5 secs; 31 mins. 15 secs; and 33 mins.

A team race was run in conjunction with the event, and resulted in the various units finishing in the following order:

Royal Artillery 1 Argyl & S.H. 2 South Wales Borderers 3 Small Units 4

## 'VARSITY NEWS.

## FOOTBALL.

The Varsity XI will meet the Murray Barracks Football Club in a friendly soccer match to-day at 4.30 p.m. at the Murray Barracks Parade ground. The following represent the Varsity: N. N. E. L. Harrison, V. K. Ng (Capt.), Tan, S. L. Wong, H. T. Ho, Candah, P. K. Ho, K. M. Ho, C. K. Tan and H. T. Wu.

This will be the undergrade's first soccer match since the commencement of the summer holidays.

## Tennis.

The Varsity netmen will meet the H.K. University Graduates Association in a friendly match on September 8 at 5 p.m. at the University Pavilion, Pokfulam Road. The following are elected to represent (Continued on next column.)

## THE DOG'S HOME.

## REPORT FOR LAST MONTH.

The activities at the Dogs' Home have fallen off considerably, only 10 dogs being admitted during the month of August. This is the lowest total for any month this year, and although the Muzzling Order has been re-enforced, of the 10 admitted, only one was brought by the Police in Kowloon, and none from the Kennedy Town Kanels; 3 were brought to be destroyed, 1 for custody, 1 was "not required down" and 5 were for treatment. Of the 9 dogs remaining, 8 are awaiting suitable homes and all are in good condition.

The kennel to matabed which provides the dogs with shelter from sun and rain, was destroyed during the typhoon, but has been reconstructed.

The attention of the public is drawn to the change, which has been made in the weekly advertisement in connection with the Home. Only unwanted dogs will at present be received. It will be readily understood that pets cannot receive the same care, food, and individual attention in the Home, as can be given to them in the homes of the respective owners.

The annual financial drive of the Society for the Prevention of Cruelty to Animals will take place next month and it is hoped that all animal lovers will not forget that on their generosity the continuance and advancement of the Society's work in the Colony depends.

The Hong Kong University Union will hold a launch picnic to-day for the third time since the beginning of the year, the destination being Clear Water Bay. The launch will leave Blake Pier at 2.30 p.m. A large attendance is expected.

the undergrads:—P. P. Kho, K. M. Co, L. Silva, L. Oppenheim, A. L. Tan and P. L. Tan.

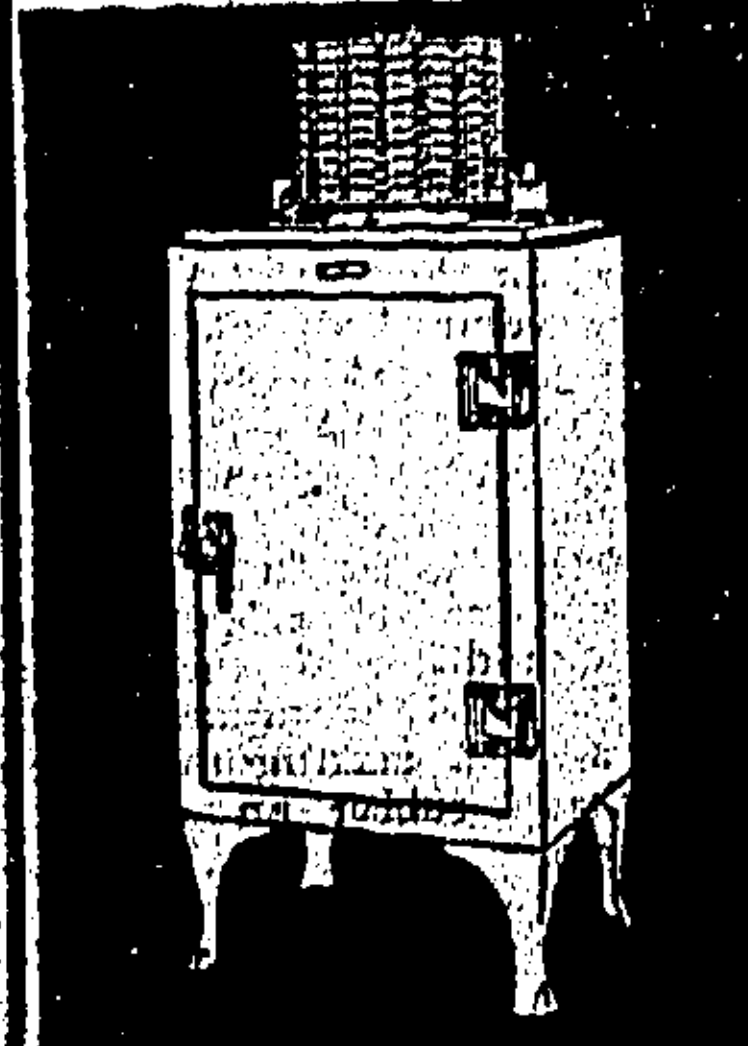
Launch Picnic.

## LATEST GRAMOPHONE RECORDS

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(Music Department).

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2 YEAR EASY PAYMENT

A GAIN General Electric makes refrigeration history with its announcement of an unparalleled 3-Year Guarantee on the General Electric Monitor Top.

This—the broadest warranty ever offered with an electric refrigerator—means that for at least three years you are protected against service expenses on the mechanism of the Monitor Top.

General Electric offers you the widest range of refrigerating service—ice cubes, four different zones of temperature, sliding shelves that give easy access to all food, small operating and a score of other advantages.

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ALL-STEEL REFRIGERATOR

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DAVID HOUSE







## CONSIGNEE NOTICES.

VRREENIGDE NEDERLANDSE  
CHE SCHIEPVAART  
MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OST-ASIE LIJN  
(HOLLAND-EAST ASIA LINE)

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG,  
ROTTERDAM, AMSTERDAM,  
GENOA AND PORTS.

THE Steamship "MEERKREK"

having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves Delivery may be obtained.

Goods not cleared by the 9th September, 1931, will be subject to Bank. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 7th September, 1931, at 10 a.m., at Kowloon Godown, by Messrs. Goddard & Douglas. Claims against the Steamer must be presented in writing, within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Underinsured in any case whatever. Bills of Lading will be countersigned by JAYA-CHINA JAPAN LIJN.

Hong Kong, 3rd Sept., 1931. [149]

THE EAST ASIATIC CO., LTD.  
COPENHAGEN.

THE Motor Vessel "DANMARK"

having arrived, Consignees of Cargo are hereby notified that all Goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong Kowloon Wharf and Godown Co., Ltd., where Delivery may be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 9th September, 1931, at 4 p.m., will be subject to Bank.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ash, on the 8th September, 1931, at 10 a.m.

All Claims against the Vessel must be presented to the Underinsured before the 15th September, 1931, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & Co., Ltd.

Hong Kong, 2nd Sept., 1931. [144]

NORDDEUTSCHER LLOYD,  
BREITENBURG.

THE Motor Ship "TRAVER"

having arrived from BREITENBURG, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong Kowloon Wharf and Godown Co., Ltd., where Delivery may be obtained.

Consignees are further notified that the Motor Ship "TRAVER" has taken at HAMBURG and BREITENBURG Through Cargo for HONG KONG ex S.S. "FRANZ" and S.S. "SEA" from GOTTENBURG, KOTKA and WILBORG.

All Goods remaining undelivered after the 8th of September, 1931, will be subject to Bank.

No Fire Insurance will be effected by the Underinsured in any case whatever. Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. of the 8th of September, 1931.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Underinsured for Counter-signing.

MELCHERS & CO.

NORDDEUTSCHER LLOYD, BREITENBURG,  
Kontor, Hong Kong, 2nd Sept., 1931. [140]

SERVICES-CONTRACTUELS DES  
MESSAGERIES MARITIMES.

CONSIGNEE NOTICE

S.S. "PORTOS."

ARRIVED HONG KONG ON  
TUESDAY, the 1st SEPT., 1931.

FROM MARSEILLES, etc.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong Kowloon Wharf and Godown Co., Ltd., where Delivery may be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Bank.

All Claims must be sent to the Underinsured before Thursday, the 10th Sept., 1931, or they will not be recognized.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Saturday, the 5th September, 1931.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

No Fire Insurance will be effected by the Underinsured in any case whatever. Bills of Lading will be countersigned by JAYA-CHINA JAPAN LIJN.

Hong Kong, 1st Sept., 1931. [1123]

DOLLAR STEAMSHIP LINE  
AMERICAN MAIL LINE

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S.S. "PRES. CLEVELAND"

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S.S. "PRESIDENT HAYES"

will sail at

8.00 A.M.  
SUNDAY, SEPT. 6.



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M.V. "COL DI LANA" (cargo boat) 27th Sept.  
S.S. "MONCALIERI" (cargo boat) 21st Sept. 15th Oct.  
S.S. "ORACOVIA" (passenger boat) 22nd Sept. 4th Oct.

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COLOMBO and EUROPE.

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HONG KONG.

S.S. "OLDENBURG" (1) Genoa, Rotterdam & Hamburg 5 Sept.

M.V. "BURGENLAND" (1) Genoa, Rotterdam & Hamburg 14 Sept.

M.V. "VOGTLAND" (1) Genoa, Rotterdam & Hamburg 4 Oct.

M.V. "DUISBURG" (1) Genoa, Rotterdam & Hamburg 16 Oct.

Other Ports of Call in Indusment offers.

ARRIVALS FROM EUROPE.

DUE HONG KONG.

M.V. "DUISBURG" (1) 16 Sept.

M.V. "HAVELLAND" (2) 30 Sept.

M.V. "SAUERLAND" (1) 11 Oct.

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## DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Market	Friday, SEPT. 4.	Buyers	Sellers	Market
<b>Banks</b>						
100	100	100	H.K. Bank	100	100	100
100	100	100	Do. (London)	100	100	100
100	100	100	Chartered Bank	100	100	100
100	100	100	Mercantile Bank	100	100	100
100	100	100	Do. (Suez)	100	100	100
100	100	100	Bank of East Asia	100	100	100
100	100	100	N. O. & S. Bank	100	100	100
<b>Insurance</b>						
100	100	100	Canton Insurance	100	100	100
100	100	100	Underwriters	100	100	100
100	100	100	North China	100	100	100
100	100	100	Union Insurance	100	100	100
100	100	100	Yangtze Insurance	100	100	100
100	100	100	China Fire	100	100	100
100	100	100	H.K. Fire	100	100	100
<b>Shipping</b>						
100	100	100	Douglas	100	100	100
100	100	100	Steamships	100	100	100
100	100	100	Indos (pref.)	100	100	100
100	100	100	Do. (def.)	100	100	100
100	100	100	Shell Transport	100	100	100
100	100	100	Water-boats	100	100	100
<b>Mining</b>						
100	100	100	Bonguets	100	100	100
100	100	100	Venture Gold Field	100	100	100
100	100	100	Kailans	100	100	100
100	100	100	Langkata (comp.)	100	100	100
100	100	100	Do. (single)	100	100	100
100	100	100	Explorations	100	100	100
100	100	100	Shanghai Loans	100	100	100
100	100	100	Raubs	100	100	100
100	100	100	Troms Mines	100	100	100
100	100	100	Docks, Wharves, and Godowns, etc.	100	100	100
100	100	100	H.K. & K. Wharves	100	100	100
100	100	100	Provident (old)	100	100	100
100	100	100	Do. (new)	100	100	100
100	100	100	H.K. Dock	100	100	100
100	100	100	S. China Motors "A"	100	100	100
100	100	100	Do. "B"	100	100	100
100	100	100	Shanghai Docks	100	100	100
100	100	100	New Engineering	100	100	100
100	100	100	Hongkows	100	100	100
100	100	100	Land, Hotels, and Buildings	100	100	100
100	100	100	H.K. Hotels (old)	100	100	100
100	100	100	Do. (new)	100	100	100
100	100	100	H.K. Lands	100	100	100
100	100	100	Shanghai Lands	100	100	100
100	100	100	H.K. Realty	100	100	100
100	100	100	Humphreys (old)	100	100	100
100	100	100	Do. (new)	100	100	100
100	100	100	Chinese Estates	100	100	100
100	100	100	Ootton Mills	100	100	100
100	100	100	Eros	100	100	100
100	100	100	Shai Cotton	100	100	100
100	100	100	Zoong Sings	100	100	100
100	100	100	Public Utilities	100	100	100
100	100	100	Tramways	100	100	100
100	100	100	Peak Trams (old)	100	100	100
100	100	100	Do. (new)	100	100	100
100	100	100	Star Ferry	100	100	100
100	100	100	Yamat Ferry	100	100	100
100	100	100	China Light	100	100	100
100	100	100	H.K. Electric	100	100	100
100	100	100	Macao do	100	100	100
100	100	100	Sandakan Lights	100	100	100
100	100	100	Telephone (fully pd.)	100	100	100
100	100	100	Do. (part pd.)	100	100	100
100	100	100	China Buses	100	100	100
100	100	100	Tractions	100	100	100
100	100	100	Do. (pref.)	100	100	100
100	100	100	Industrials	100	100	100
100	100	100	China Sugars	100	100	100
100	100	100	Malayan Sugars	100	100	100
100	100	100	Caldbeck (ord.)	100	100	100
100	100	100	Macgregors (pref.)	100	100	100
100	100	100	Canton Loos	100	100	100
100	100	100	Cements (comb.)	100	100	100
100	100	100	Do. (old)	100	100	100
100	100	100	Do. (new)	100	100	100
100	100	100	Ropes	100	100	100
100	100	100	Miscellaneous	100	100	100
100	100	100	Dairy Farms	100	100	100
100	100	100	Der A. Wings	100	100	100
100	100	100	Amusements (old)	100	100	100
100	100	100	Do. (new) "A"	100	100	100
100	100	100	Do. (new) "B"	100	100	100
100	100	100	Ch. E. Investments (old)	100	100	100
100	100	100	Do. (new)	100	100	100
100	100	100	"Constructions"	100	100	100
100	100	100	Do.	100	100	100
100	100	100	Lane Crawford (old)	100	100	100
100	100	100	Do. (new)	100	100	100
100	100	100	Macintosh	100	100	100
100	100	100	Nanyang Tobacco	100	100	100
100	100	100	Sincere	100	100	100
100	100	100	Watsons	100	100	100
100	100	100	Wm. Brown	100	100	100
100	100	100	S. O. Enterprises	100	100	100
100	100	100	B. Ind. G. Bonds	100	100	100
100	100	100	H.K. Govt. Loans	100	100	100

## LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS		SUNDAYS & HOLIDAYS	
	FROM G.P.O.	FROM SHUNGWAN BRANCH P.O.	FROM G.P.O.	FROM SHUNGWAN BRANCH P.O.
Canton ... ..	{ 7.15 a.m. 6.00 p.m.	{ 7.00 a.m. 7.00 p.m.	{ 7.15 a.m. 6.00 p.m.	{ 7.00 a.m. 7.00 p.m.
Samahai and Wuchow (By direct steamer) ... ..	4.00 p.m.	4.00 p.m.	4.00 p.m.	9.00 a.m.
Macao & Tsinan	{ 7.15 a.m. 1.15 p.m.	{ 7.00 a.m. 1.50 p.m.	{ 7.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	{ 8.40 a.m. Sundays 8.40 a.m. only
Kongmoon (except Saturdays)	6.00 p.m.	6.00 p.m.	6.00 p.m.	6.00 p.m.
Kanking (except Saturdays)		6.00 p.m.		6.00 p.m.
Fatshan and Wuchow (By Train) ... ..	7.15 a.m.		7.15 a.m.	
Tai O ... ..	1.00 p.m.		11.00 a.m.	
Tai Po ... ..	{ 2.00 a.m. & 2.00 p.m.		9.00 a.m.	
Shumohai ... ..	{ 2.00 a.m. & 6.00 p.m.		11.00 a.m.	
Chungchow ... ..	{ 1.00 p.m. & 5.00 p.m.		{ 11.00 a.m. & 5.00 p.m.	
Aburdon ... ..	6.00 a.m.		8.00 a.m.	
Stanley ... ..	12.30 p.m.		11.00 a.m.	
Antea ... ..	2.30 a.m.		8.30 a.m.	
Pingshan (Satin Street) Shanghai Branch	2.00 p.m.		10.30 a.m.	
Saikung ... ..	4.30 p.m.		10.30 a.m.	
Wantsan, Shaki & Taining		7.00 p.m.		7.00 p.m.



# CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, NEWKOW & DALNY	"LINAN"	On 5th Sept. 5 p.m.
AMOI, SWATOW & SHANGHAI	"ANTUNG"	On 6th Sept. 5 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNING"	On 6th Sept. 4 p.m.
SHANGHAI & BANGKOK	"KALGAN"	On 6th Sept. 4 p.m.
SHANGHAI	"KUANYUNG"	On 7th Sept. 4 p.m.
AMOI & SHANGHAI	"NINGPO"	On 7th Sept. 4 p.m.
SWATOW, SHANGHAI	"CHENAN"	On 7th Sept. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"BINLIANG"	On 8th Sept. 3 p.m.
SANTUO, SHANGHAI	"KANCHOW"	On 9th Sept. 5 p.m.
CHONG & TIENTSIN	"TAIYUAN"	On 10th Sept. D.L.
AMOI & SHANGHAI	"KIUNGCHOW"	On 11th Sept. Noon
HONGKOW, PAKHOI & HAITHONG	"KINGYUAN"	On 11th Sept. 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 12th Sept. 3 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 12th Sept. 4 p.m.
S'WAL, NEWKOW & DALNY	"CHIHCHUA"	On 14th Sept. 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"BOOCHOW"	On 15th Sept. 3 p.m.
SWATOW, FOOCHOW, WEIHAIWEI	"HUICHOW"	On 15th Sept. 3 p.m.
CHONG & TIENTSIN	"TAIYUAN"	On 17th Sept. D.L.
AMOI & SHANGHAI	"KIUNGCHOW"	On 17th Sept. Noon
HONGKOW, PAKHOI & HAITHONG	"KINGYUAN"	On 18th Sept. 3 p.m.
SWATOW, FOOCHOW, WEIHAIWEI	"KUBOCHOW"	On 20th Sept. 3 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE**  
 Telephone 30381.  
 Agents.  
 CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 1st, Cairns, Townsville, Brisbane, Sydney and Melbourne.  
**BRITISH STEAMERS: CHANGTE - TAIPIG (SUNDAY)**  
 FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.  
 ELECTRIC LAUNDRY, BARBER SHOP, SUGARON and STEWARDESSE CARRIAGE.  
 Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.  
 FIRST CLASS FARE TO SYDNEY, 276 RETURN.  
 LONDON (via Australia) from 2136-15-0.  
 (Australian Newspaper on 24)

STEAMER	Days from Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
TAIPIG	8th Sept.	15th Sept.	19th Sept.	4th Oct.
CHANGTE	8th Oct.	20th Oct.	24th Oct.	8th Nov.
TAIPIG	11th Nov.	18th Nov.	22nd Nov.	6th Dec.
CHANGTE	11th Dec.	18th Dec.	22nd Dec.	6th Jan.

**AUSTRALIAN-ORIENTAL LINE, LIMITED**  
 BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

## THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "ANNA M"

on or about 9th SEPTEMBER

For PORT SAID, DUNKIRK, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, LEITH, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

Other Sailings	SAILING LIST	COPENHAGEN, ETC.
M.S. "Annam"	SHANGHAI, ETC.	9th September
M.S. "Dauemark"	—	29th September
M.S. "Java"	1st Oct.	1st Nov.
M.S. "Malaya"	28th Oct.	28th Nov.
M.S. "Africa"	28th Nov.	28th Dec.

Optional Bills of Lading issued to United Kingdom Ports.  
 For further particulars, please apply to—

**JOHN MANNERS & CO., LTD.**  
 MESSINGERS BANK BUILDING, Agents.  
 Telephone 24071.

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FREQUENT SERVICE

TO

BOSTON AND

NEW YORK

CALLING AT NAPLES

SIAMESE PRINCE ... Sept. 22nd  
 MALAYAN PRINCE ... Oct. 6th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to—

**FURNESS (FAR EAST) LIMITED.**

(Incorporated in Great Britain.)

King's Building.

Telephone 23165.

Telegrams Furness.

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "VOGTLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th September, 1931, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 10th Sept. 1931, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 25th September, 1931, or they will not be recognized.

Insurance will be effected. Bills of Lading will be countersigned by the Underwriter.

JEBSEN & CO., Agents.  
 Hong Kong, 4th Sept. 1931. [1150]

What do you want?

If there is anything you want to buy or sell, try a small "Classified" advertisement.

25 words \$1.00 prepaid for 3 insertions.

## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

SEPTEMBER 3, 1931.											
STATION	Time	Barometer at Sea Level		Wind	Force	Direction	State of Sky	Temp. (F)	Temp. (C)	Humidity	Remarks
		Inches	Millis								
Wladivostok	12	29.59	769.5	SE	2	F	6	59.78	758.4	59	N
Namuro	11	30.29	767.5	NE	1	F	3	59.14	765.5	59	N
Hakodate	10	30.16	766.0	SE	2	F	3	59.94	760.5	59	N
Tokio	9	30.05	765.2	N	1	F	3	59.96	761.0	59	NW
Kobe	8	29.94	760.8	N	1	F	3	59.88	759.0	59	NW
Nagasaki	7	29.88	759.0	SE	2	F	3	59.88	758.5	59	NW
Kagoshima	6	29.90	758.5	SE	1	F	3	59.88	758.5	59	NW
Oshima	5	29.96	759.5	SE	1	F	3	59.82	757.5	59	NW
Naha	4	29.84	758.0	SW	1	F	3	59.80	757.0	59	SE
Ishigakijima	3	29.80	757.0	S	1	F	3	59.76	756.0	59	SE
Bonin Island	2	29.84	758.0	S	1	F	3	59.82	757.5	59	SE
Choshi	1	29.70	755.5	NW	4	b	6	59.83	757.7	59	SE
Shanghai	14	29.59	759.5	SE	2	F	3	59.86	758.8	72	SE
Gulafu	13	29.59	759.5	N	2	F	3	59.86	758.4	72	SE
Wenchow	12	29.79	756.5	SE	2	F	3	59.89	757.4	81	S
Foochow	11	29.78	756.1	NW	4	d	7	59.87	756.8	77	NNE
Amoy	10	29.78	756.1	NW	4	d	7	59.87	756.8	77	NNE
Swatow	9	29.78	756.1	NW	4	d	7	59.87	756.8	77	NNE
Taihou	8	29.78	756.1	NW	4	d	7	59.87	756.8	77	NNE
Taipei	7	29.78	756.1	NW	4	d	7	59.87	756.8	77	NNE
Tainan	6	29.78	756.1	NW	4	d	7	59.87	756.8	77	NNE
Kaohsiung	5	29.78	756.1	NW	4	d	7	59.87	756.8	77	NNE
Pescadore	4	29.78	756.1	NW	4	d	7	59.87	756.8	77	NNE
Hong Kong	14	29.64	758.9	SE	2	F	3	59.85	758.1	77	S
Gap Rock	13	29.63	758.5	SE	2	F	3	59.84	758.2	80	SW
Macao	12	29.59	759.5	SE	2	F	3	59.82	759.2	76	SE
Hoihow	11	29.72	754.9	SE	2	F	3	59.72	754.9	79	SE
Prata Island	10	29.64	752.8	SE	2	F	3	59.66	753.3	77	NNE
Phu Lien	9	29.62	752.3	SE	2	F	3	59.67	752.8	77	NNE
Touraine	8	29.76	756.0	SE	2	F	3	59.76	756.4	77	SE
Cape St. James	7	29.76	755.9	SE	2	F	3	59.76	755.9	81	NW
Basco	6	29.74	755.5	SE	2	F	3	59.79	756.7	78	NW
Aparr	5	29.71	754.5	SE	2	F	3	59.79	756.7	78	NW
Tuguegarao	4	29.78	756.5	SE	2	F	3	59.79	756.7	78	SE
Vigan	3	29.80	757.0	SE	2	F	3	59.79	756.7	77	SE
Manila	2	29.76	756.5	SE	2	F	3	59.76	756.0	78	SE
Legaspi	1	29.81	757.2	SE	2	F	3	59.81	757.1	79	SE
Calbayog	0	29.78	756.5	SE	2	F	3	59.78	756.4	77	SE
Talloban	0	29.74	755.5	SE	2	F	3	59.78	756.4	77	SE
Hilo	0	29.78	756.5	SE	2	F	3	59.78	756.4	77	SE
Cebu	0	29.78	756.5	SE	2	F	3	59.78	756.4	77	SE
Surigao	0	29.78	756.5	SE	2	F	3	59.78	756.4	77	SE
Saipan	11.00	29.76	756.5	SE	2	F	3	59.81	757.1	79	SE
Guam	12.23	29.76	756.5	SE	2	F	3	59.81	757.1	79	SE
Yap	11.00	29.79	756.7	SE	2	F	3	59.81	757.1	79	SE
Pelew	11.00	29.79	756.7	SE	2	F	3	59.81	757.1	79	SE
Labuan	14	29.94	760.4	SE	2	F	3	59.89	759.3	76	E

September 4d. 10h. 42m.—The typhoon has left an area of low pressure over S.W. China and the N.W. China Sea.

The northern depression continues to move E.N.E. to the south of Wladivostok.

Manila warning, 3d. 10h. 42m.—Typhoon in Lat. 23° N. Long. 113° E. moving N.N.W. Reod. 3d. 11h. 44m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 1.20 inches. Total since January 1, 69.42 inches, against an average of 67.25 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 5.

Direction	Forecast
1.—Shanghai to Turnabout	Light, variable winds, fair generally.
2.—Turnabout to Hong Kong	Southerly winds, moderate; generally cloudy, some rain.
3.—Hong Kong to Gap Rock	Variable winds, moderate to light; generally cloudy, unsettled.
4.—Hong Kong to Hainan Straits	Southerly winds, moderate; fair generally.
5.—North China Sea	Southerly winds, moderate; fair generally.

T. F. CLAXTON, Director.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 4

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.64	29.71	29.87
Temperature	85	81	79
Humidity	80	85	78
Wind	—	SE	SE
Direction	—	SE	SE
Force	3	3	3
Weather	0	OD	OD
Rain	1.06	0.00	1.88

Highest open-air Temperature, 84.  
 Lowest open-air Temperature, 4.87

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

## DONT FORGET

THAT WHEN  
 You are at Home  
 you can get the  
 Hong Kong  
 Daily Press  
 at SELFRIDGE.

## HONG KONG TIDE TABLE.

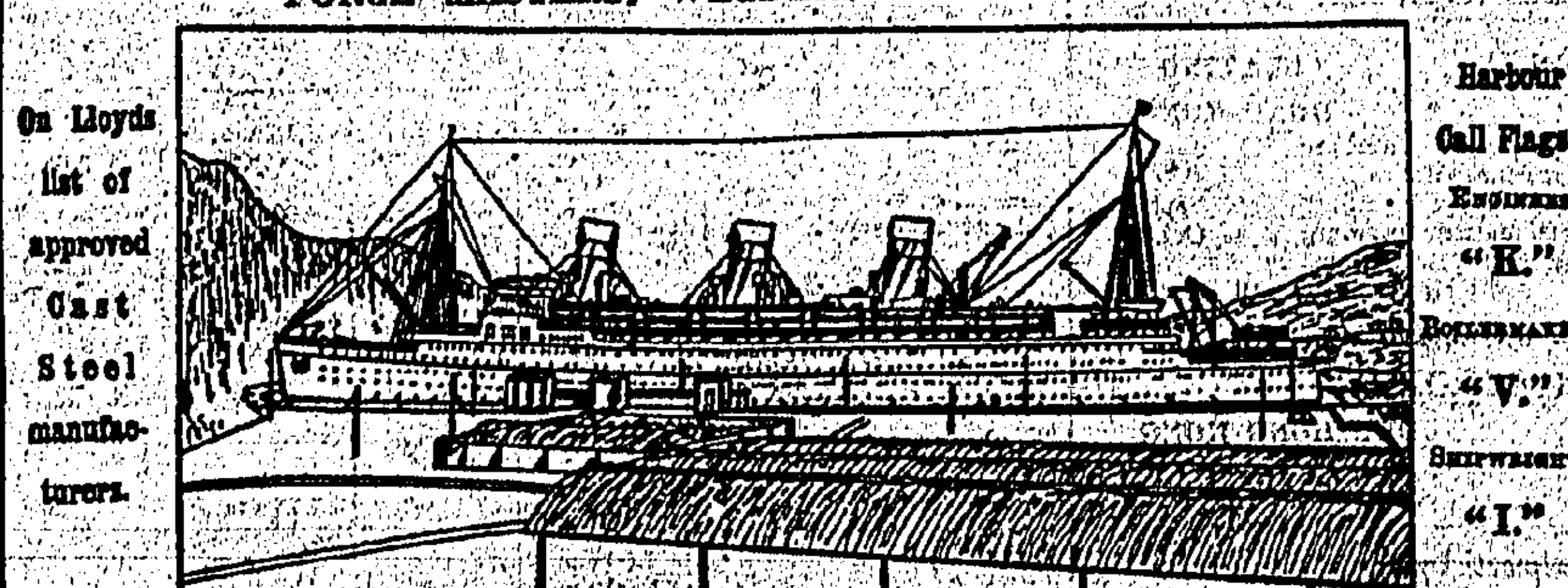
From September 5 to 11, 1931.

		HIGH WATER		LOW WATER	
Days of Week	Time of Day	Hong Kong Standard Time	Height	Hong Kong Standard Time	Height
Sat.	5	01.19	5.7	08.30	2.4
Sun.	6	02.00	5.0	11.01	2.1
Mon.	7	03.05	6.3	13.18	1.7
Tues.	8	04.38	6.4	15.07	1.2
Wed.	9	05.11	6.9	17.42	4.0
Thur.	10	06.16	6.8	19.50	0.9
Fri.	11	07.26	7.4	21.40	0.6
		08.15	7.7	01.32	0.4
		09.45	5.3	15.05	0.6

## THE HONGKONG & WHAMPOA DOCK CO., LTD.

Head Office and Works:

Telegrams: "MANYEHO, HONGKONG." KOWLOON, HONG KONG  
 Telephone: HONGKONG OFFICE 28020 KOWLOON DOCK 18063  
 DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPERESS OF JAPAN"  
 In No. 1 Dock—Tons: 688 1/2. O.A. x 88' 0" x 48' 0" Mid—26,000 tons gross.  
 The Company possesses Six Granite Docks and Two Patent Slipways.  
 The dimensions of No. 1 Dock are 700' x 88' x 30' 0" deep, all H.W.O.B.T.  
 Salvage Tug "Henry Kewick" 2,000 T.P.E. Wireless Call Signal, V.P.B.T.  
 and Flag Call Signal "T.H.O.B." Sheetrogs capable of lifting 80 tons.  
 Codes Used—A, A.B.C. Fifth Edition. Engineering. First and Second Editions.  
 Western Union, Bentley's and Watkins.

Kindly send inquiries to the Chief Manager:  
 R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

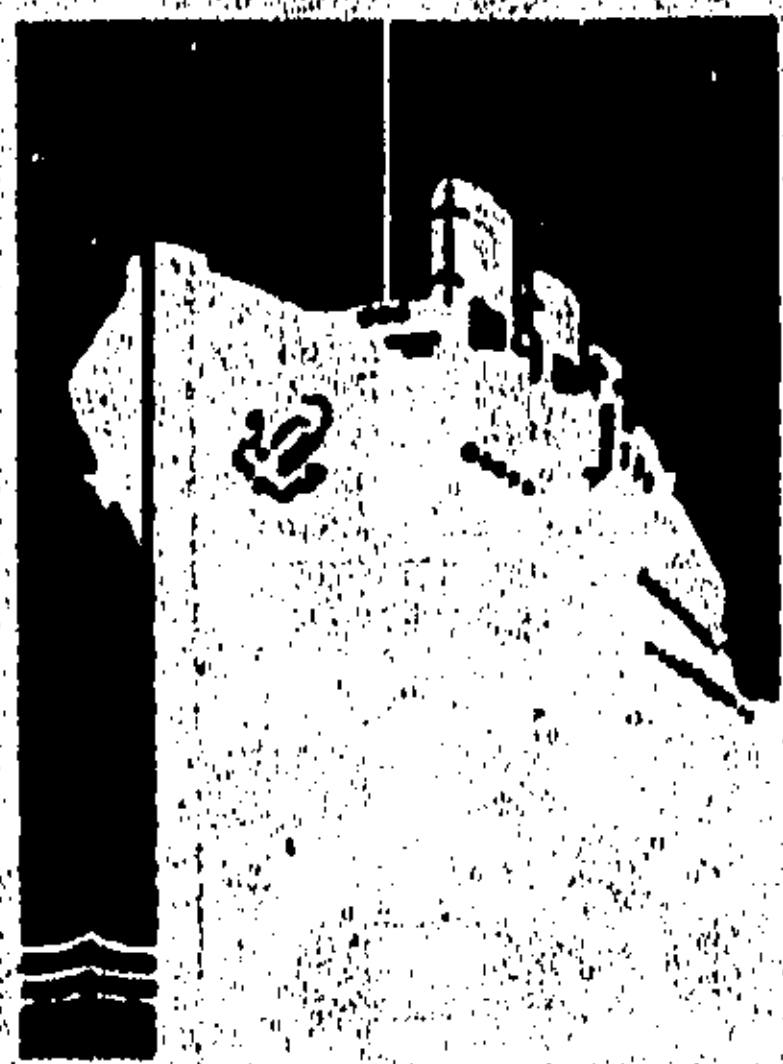
SAILINGS SUBJECT TO ALTERATION.

To	STEAMSHIP	DATE
THINGTAU, SWATOW & SHANGHAI	"DHAKSANG"	Sun. 6th Sept. at Noon
	"KWAISANG"	Wed. 9th Sept. at Noon
	"DAYIKEN"	Sun. 13th Sept. at Noon
	"HOPSANG"	Wed. 16th Sept. at Noon
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wed. 9th Sept. at 3 p.m.
	"SUISANG"	Mon. 31st Sept. at 3 p.m.
	"KUTSANG"	Tues. 8th Oct. at 3 p.m.
OSAKA, AMOI, SHAI & KOBE	"KUTSANG"	Fri. 16th Sept. at 7 a.m.
OSAKA, AMOI & KOBE	"HOSANG"	Fri. 25th Sept. at 7 a.m.
	"YUENSANG"	Wed. 7th Oct. at 7 a.m.
HANDAKAN	"MAUSANG"	Wed. 9th Sept. at 5 p.m.
	"YUSANG"	Mon. 14th Sept. at Noon
	"HINSANG"	Sun. 20th Sept. at 3 p.m.
TIENTSIN, SWATOW, FOOCHOW & CHEFOO	"CHIHSHING"	Sun. 6th Sept. at 7 a.m.
	"CHONGSHING"	Tues. 17th Sept. at Noon

SUMMER TRIPS TO JAPAN.—Excellent First Class Accommodation on Through Steamers from CALCUTTA to JAPAN at the Special Reduced Return Fare of \$25.00 to KOBE. These Return Tickets are available for Three Months.



# SPEED TO CANADA U.S.A. AND EUROPE IN 5 ROOM APARTMENT



To size and speed New  
Empresses add an unusual  
luxury—

—SPACE—

Five Room Apartments Living  
room, Bedrooms, Sunroom  
Bath, Foyer—typical of  
Empress Liners Similar living  
comforts, extraordinary con-  
veniences are found in one  
and two room apartments—  
all appointments throughout  
attest the unique service on

## "Empresses"

**LARGEST and FASTEST SHIPS on the PACIFIC**  
TOURIST EMPRESS SERVICE offers special accom-  
modation, pleasant decks, open air swimming pools, airy  
staterooms with real beds, hot and cold RUNNING water,  
spacious public rooms, BEST OF FOOD with varied menus  
and exceptional service throughout.

Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

## Empress of Asia

Sails for

MANILA

THURSDAY, 17th September.

For passengers wishing to travel economically on a limited  
budget to Canada, U.S.A. or Europe, it will be well worth  
while to ask about the new

TOURIST CABIN SERVICE.

For further information please apply to:

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Telephones: Passenger 20752. Freight 20042. Cable Address: GAOANPAC: Passenger Dept. NAUTILUS: Freight Dept.



REDUCE THROUGH TICKETS TO EUROPE VIA U.S.A.  
VARYING FROM \$79 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TATSUTA MARU ... Wednesday, 16th Sept.

ASAMA MARU ... Wednesday, 30th Sept.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HEIAN MARU ... Tuesday, 8th Sept.

HIKAWA MARU ... Tuesday, 8th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HAZAKI MARU ... Saturday, 5th Sept.

TEIKOKU MARU ... Saturday, 19th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

ATSUTA MARU ... Saturday, 26th Sept.

KAMO MARU ... Saturday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.

KAGA MARU ... Friday, 11th Sept.

YAMAGATA MARU ... Monday, 14th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Saturday, 12th Sept.

NEW YORK, BOSTON via PANAMA.

ASUKA MARU ... Tuesday, 8th Sept.

TOBA MARU ... Tuesday, 29th Sept.

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

LYONS MARU ... Sunday, 13th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

BENGAL MARU ... Tuesday, 8th Sept.

CALCUTTA MARU ... Tuesday, 15th Sept.

SHANGHAI, KOBE & YOKOHAMA.

MURORAN MARU ... Sunday, 6th Sept.

KAMO MARU (Nagasaki direct) ... Friday, 18th Sept.

For further information, apply to—

NIPPON YUSEN KAISHA,

(Telephone 30291. (Private exchanges to all Depts.))



FRENCH MAIL STEAMERS

Sailings from Hong Kong

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

SPHINX ... 15th Sept.

PORTHOS ... 29th Sept.

CHENONORAU ... 18th Oct.

ATHOS II ... 27th Oct.

DARTAGNAN ... 10th Nov.

ANDRE LEBON ... 24th Nov.

FELIX ROUSSEL ... 8th Dec.

G. METZINGER ... 22nd Dec.

To Yokohama via Shanghai and Kobe.

CHENONORAU ... 15th Sept.

ATHOS II ... 29th Sept.

DARTAGNAN ... 12th Oct.

ANDRE LEBON ... 22nd Oct.

FELIX ROUSSEL ... 11th Nov.

G. METZINGER ... 25th Nov.

SPHINX ... 9th Dec.

PORTHOS ... 23rd Dec.

We can issue Through Tickets to Egypt, Syria, Persia, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Saïd, or Durban.

COMMERCIAL LINE

For DUNKIRK via Port-Saïd, Oran, Casablanca, Hamburg, Rotterdam, (Antwerp)

For Full Particulars, apply to—

MESSAGERIES MARITIMES.

Telephone 10611.

# Shipping News

Daily Statement, Waterfront News, etc.

## YESTERDAY'S FREIGHT RETURNS.

IMPORTS 14,130 TONS;  
THROUGH CARGO  
38,000 TONS.

The returns, shown at the Har-  
bour Office, of vessels carrying cargo  
to the Colony during the 24 hours  
ended at 9 a.m. yesterday were:—

Cargo for Through  
British H.K. Ports

Emp. of Japan, Shanghai 937 637

Tsinan, Canton — 60

Kwangtung, Shanghai 100 790

Sunning, Swatow 290 1,200

Chakasang, Canton — 135

Kaitangata, Bangkok 2,000 —

— 3,353 — 3,893

American Margaret Dollar, Seattle 1,038 1,921

— 1,038 — 1,921

German Vogland, Hamburg 820 6,059

— 820 — 6,059

Dutch Maerkker, Antwerp 1,685 5,900

— 1,685 — 5,900

Norwegian Touraine, Gothenburg 768 4,140

— 768 — 4,140

Graciosa, Hongay 1,100 —

— 1,693 — 4,140

Japanese Hakozaki Maru, Yokohama 43 5,200

Haruna Maru, Singapore 232 3,835

Buenos Aires Maru, Kobe 1,174 5,924

Lushan Maru, Canton — 213

Mikawa Maru, Newchwang 2,116 1,420

Paling Maru, Swatow 190 300

— 3,705 — 16,592

Chinese Feng Lee, Tsingtao 777 —

Sun Kong, K. C. Wan 300 —

Shun Lee, Amoy 600 300

— 1,577 — 300

Total 14,132 38,016

ARRIVALS AND DEPARTURES.

The arrivals and departures dur-  
ing the 24 hours ended at 9 a.m.

yesterday were:—

Arr. Dep.

British 6 6

American 1 0

German 1 1

Dutch 1 1

Norwegian 2 1

Japanese 7 5

Chinese 3 4

Danish 0 1

Total 21 19

## ASIATIC DECK PASSENGERS.

The following vessels brought  
Asian deck passengers to the  
Colony during the 24 hours ended  
at 9 a.m. yesterday:—

Emp. of Japan (Br.) Van-  
couver 441

Tsinan (Br.) Canton 78

Sunning (Br.) Shanghai 125

Haruna Maru (Jap.) Singa-  
pore 117

Buenos Aires Maru (Jap.)  
Kobe 565

Total 1,686

SHIPS IN HARBOUR.

The following merchant vessels  
were in harbour yesterday:—

Wharves: Kowloon: Maerkker,  
Haruna Maru, Empress of Japan,  
Argun Maru, Osaka Shosen Kai-  
sha, Hotsu Maru, Douglas Lap-  
raik, Haining, Chiu On, Wing

Wo. Docks: Kowloon: Yuan Lee,  
Limehow, Bokkyo Maru, Fooching,  
Yei Maru, Michael Jensen, Tai-  
koo, Soohay, Hong Kong, Khan-  
thum, Zusho Maru, Shun Chai,  
New Mashide, Tatsuta Maru.

Buoys: A. Hakozaki Maru, A3  
Tijmanok, A4 City of Halifax, A5  
Ho Thong, A6 Heian Maru, A8  
Lematang, A9 Margaret Dollar, A10  
Kwangtung, A11 Tjikembang, A12  
Vogland, B3 Chakasang, B8 Feng  
Lee, B9 Kalkan, B14 Antung, B16  
Helios, B17 Nuiam, B18 Canton,  
B19 Gustav Diederichsen, B21 Sun-  
ning, B22 Chakasang, B23 Halvard,  
C1 Mao Lee, C2 Kaitangata, C3  
Sun Kong, C4 Shun Lee, C7  
Graciosa, C8 Yatsushiro Maru.

WARSHIPS IN PORT.

The following warships were in  
port yesterday:—

Basin: Tamar.  
North Wall: Oswald, Odin,  
South Wall: Phoenix,  
East Wall: Otua,  
North Arm: Seraph, Sepoy,  
Stormcloud, Serapis.

West Wall (Dock): Orpheus.  
No. 13 Quay: Sterling.  
Foreign Moat of War: French  
Regulus and Argus, U.S.S. Min-  
dano.

BREMEN'S NEW DOCK.

GREAT LINER PERFORMS  
THE OPENING CEREMONY.

Berlin, August 11.—On Monday  
afternoon the giant liner Bremen,  
with flags flying and the ship's  
band playing, pushed its way  
through the red and white ribbon  
stretching across the new lock  
at Bremerhaven, which con-  
nects the River Weser with the  
harbour docks, the water level  
in which is 47 feet higher than  
that of the river, thus cere-  
moniously opening the sluiceway.

The lock is 1,100 feet long and  
will henceforth enable the Bremen  
to enter the No. 2 dock which has  
been enlarged for her use.

While the great liner was slowly  
proceeding through the sluiceway,  
Senator Apelt, of Bremen, ad-  
dressed the 500 guests on board.

He said that the north lock  
would not have been constructed  
at all, or would at least have  
been built on a much smaller scale,  
had it not been for the Bremen and  
Europa.

ARRIVALS AND DEPARTURES.

The arrivals and departures dur-  
ing the 24 hours ended at 9 a.m.

yesterday were:—

Arr. Dep.

British 6 6

American 1 0

German 1 1

Dutch 1 1

Norwegian 2 1

Japanese 7 5

Chinese 3 4

Danish 0 1

Total 21 19

## ARRIVALS.

September 3.

Haruna Maru, Japanese str., 4,311  
tons, Capt. T. Kurita, from  
Singapore, Kowloon Wharf—  
N.Y.K.

Ryusei Maru, Japanese str., 1,800  
tons, Capt. T. Tanaka, from  
Canton, Yaumatei Anchorage—  
D.K.K.

September 4.

City of Halifax, British str., 3,200  
tons, Capt. J. Robinson, from  
Shanghai, buoy No. 44—Bank  
Line.

Emp. of Japan, British str., 15,735  
tons, Capt. S. Robinson, from  
Shanghai, Kowloon Wharf—  
C.P.S.

Gustav Diederichsen, Danish str.,  
233 tons, Capt. J. Jacobson,  
from Singapore, buoy No. 119.  
—Kwong Nam & Co.

Hakozaki Maru, Japanese str., 4,310  
tons, Capt. K. Ogawa, from  
Shanghai, buoy No. 44—  
N.Y.K.

Hokkaido, British str., 1,220 tons,  
Capt. W. Anderson, from Sai-  
gon, buoy No. C3—Wo Fat  
Sing.

Lushan Maru, Japanese str., 1,507  
tons, Capt. R. Nagayama, from  
Canton, Stonecutters, Anchor-  
age—N.Y.K.

Shun Lee, Chinese str., 949 tons,  
Capt. B. Miyacka, from Amoy,  
buoy No. C4—Yee Tai Hong.

Sun Kong, Chinese str., 392 tons,  
Capt. Leung Pat, from K. C.  
Wan, buoy No. C3—Wo Hop  
& Co.

Sunning, British str., 1,570 tons,  
Capt. R. Allison, from Swat-  
tow, buoy No. B21—B. & S.

Vogland, German str., 4,200 tons,  
Capt. H. Christiansen, from  
Singapore, Kowloon Wharf—  
Jensen & Co.

SEARCH FOR THE EGYPT'S  
GOLD.

DIVERS HOPE TO SALVE  
\$1,000,000.

Brest.—The day is approaching  
when the divers of the Italian sal-  
vage ship Artiglio II. will at last  
reach the \$1,000,000 in gold which  
is lying in the wreck of the liner  
Egypt.

The work of cutting a hole  
through the structure of the sunk-  
en vessel has been advanced con-  
siderably in the last few days, and  
the Artiglio's crew returned to  
harbour on Saturday for a 49  
hours' rest.

A big funnel-shaped hole has  
been made through the upper and  
the lower decks, across the cabins,  
in which 15 powerful bombs have  
been exploded during the last few  
days. Many tons of wreckage have  
been taken away to clear a passage  
to the treasure room.

Captain Pleasid.

The divers have begun breaking  
through the third deck over the  
billiard room, and from there the  
hole will be continued to the trea-  
sure room in the hold.

Captain Carl, who is in com-  
mand of the Artiglio, declared he  
was very pleased with what has  
been taken away to clear a passage  
conditions be good, he hoped that  
the treasure will be reached next  
week.

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9th September

M.V. "TWEEDBANK" Boston, New York & Philadelphia

7th October

MAURITIUS & SOUTH AFRICA

S.S. "TINHOW" 28th October

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Mossel Bay and Capetown.

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GREECE, LEBANON, PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL STEAMSHIP CO.  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

Steamship	Tons	Shipping (about)	Destination
"CATHAY"	15,000	19th Sept. Noon	Bombay, Marcellles & London
"GABRIELA"	5,300	15th Sept. P.m.	Straits, Colombo & Bombay.
"SUDAN"	6,800	18th Sept.	Mars. Havre, L'don, R'g. R'dm. & A'warp.
"KAITAN"	9,000	28th Sept.	Mars. L'don, R'dm. A'warp & Hull
"MIRZAPORE"	6,700	6th Oct.	Straits, Colombo & Bombay.
"MANTUA"	11,000	10th Oct.	Marcellles, and London.
"KASEMI"	9,000	14th Oct.	Mars. L'don, R'dm. & A'warp.
"BURDWAN"	6,500	31st Oct.	Mars. Havre, L'don, R'g. R'dm. & A'warp.
"NALDERA"	16,000	31st Nov.	Bombay, Marcellles and London.
"KASHGAR"	9,000	2nd Nov.	Mars. L'don, R'dm. & A'warp.
"RAJPUTANA"	17,000	5th Dec.	Marcellles and London.
"CORFU"	16,000	19th Dec.	do.
"SOMALI"	6,800	28th Dec.	Mars. Havre, L'don, R'g. R'dm. & A'warp.
1932			
"RAWALPINDI"	17,000	2nd Jan.	Bombay, Marcellles and London.
"KARNATA"	16,000	16th Jan.	Mars. L'don, R'dm. & A'warp.
"CEITHAL"	16,000	30th Jan.	Bombay, Marcellles & London.



